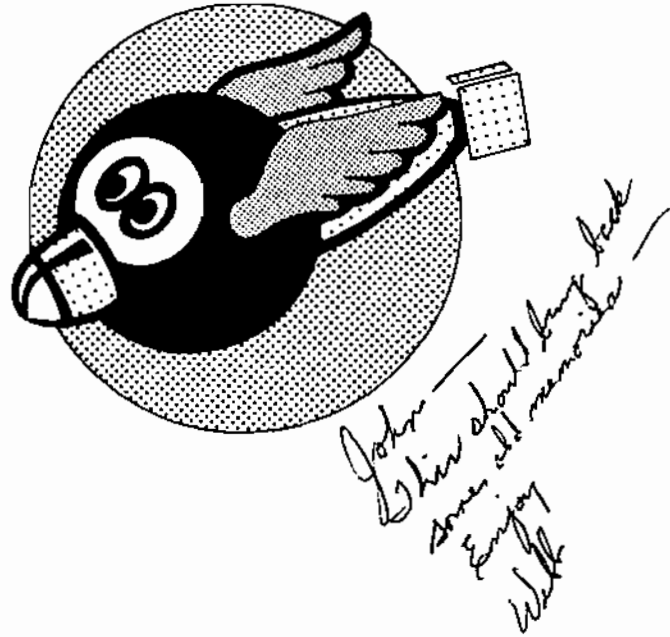


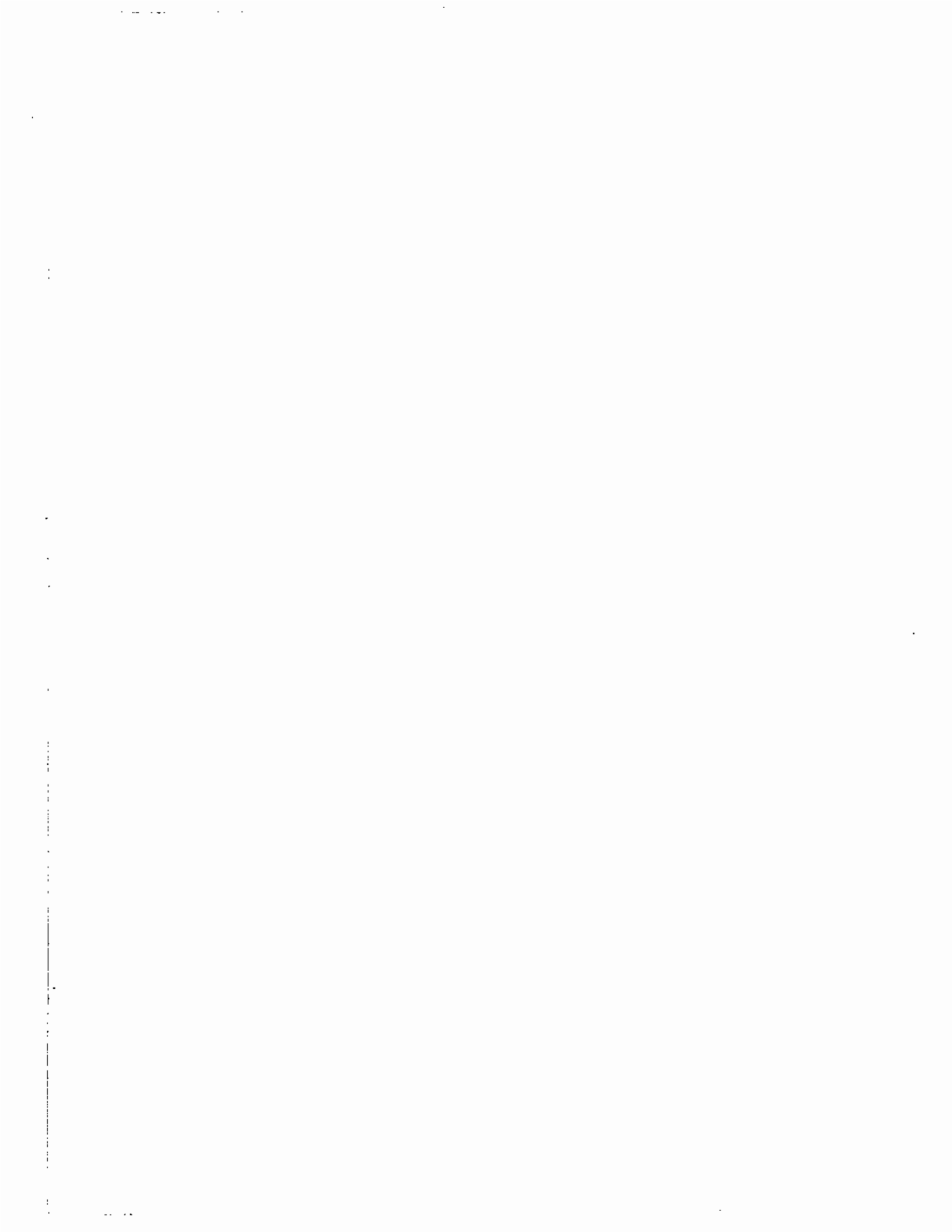
History of the  
**68TH BOMB SQUADRON  
44TH BOMB GROUP**  
***THE FLYING EIGHTBALLS***



RESEARCHED and COMPILED

BY

**WEBB C. TODD**



*For  
Todd Carter Cook*





## **FORWARD**

This document used as the main source, the Squadron Daily Report, compiled by the Intelligence section of the 68th squadron. Supporting this daily report, official air force documents such as Missing Air Crew Reports, A-2 files and other air force documents relating to major targets were used for broader view and a more detailed account of the action. Several personal diaries plus hundreds of air force orders along with first person actual experience helped to make this document what it is today. Several hundred former members of the squadron were contacted by mail to assist in making this document more complete. Many responded while others did not. Additions, corrections and deletions should be sent to the historian so any future publications will be more accurate and complete.

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## ACKNOWLEDGEMENTS

The source for this document was the microfiche records of the 68th Squadron Log stored at the Albert F. Simpson Historical Research Center, Maxwell AFB, Alabama.

This Squadron Log had daily entries made by our S2 Officer as to the Squadron activities on a day by day basis.

To support this log, I have used personal diaries, official orders, and some newspaper items, plus many pictures made available from squadron members.

I would like to take this opportunity to express my thanks to the many people who have supported my effort with copies of data, pictures, orders, and diaries. These include; L.C. Baker, Archie Barlow, Edward Barton, Charles Blakley, Roy Boggs, Myron Brewster, Albert Browning, Jr., Charles Cary, Fay Chauvin, Ted Clark, John Cole, Pat Conlin, John Conrad, Wilbur Daley, Eugene DeWaters, John Diehl, Jr., John Dowd, Kenneth Dropek, Robert Dubowsky, Russell Erikson, Reginald Ferguson, Armand Fracaro, George Fraga, Walter Franks, James Hewlett, William Huey, George Jansen, Paul Jones, Paul Kay, Thomas Kay, Robert Kirschling, Robert Knablein, Floyd Konneker, Edward Kopko, Robert Krueger, Paul Kruse, A.V. Larson, Robert Lehnhausen, Gerald Lindsay, Will Lundy, George McAlister, John McClane, Samuel McKinney, Elwyn Meyer, Duane Mitchell, Harold Morrison, Charles Murphy, Walter Nealon, Hollis Nichols, James O'Brien, Tom Parsons, John Patton, Frank Rinaldo, William Ritter, Clayton Roberts, Otis Rogers, Herbert Russell, Jack Russell, Fred Scheidegger, Robert Schild, Curtis Schnell, Eunice Shannon, Joy Smith, Harry Snead, Robert Stenstrom, Erwin Summers, William Taylor, George Temple, Charles Tilton, William Trageser, Kenneth Trusler, T. Bruce Tyndall, Charles Wagoner, Maurice Welsh, Robert Whittington, John Whitworth, James B. Williams, and Thomas Williams. Surely there are others that I have overlooked and I want to thank them also for their support. And a special thanks to the Project Editor, Dana Naylor Todd.

Last and certainly not least, this effort could never have been completed if it were not for the valuable assistance and support of my wife, Blanche, who cheerfully took over my duties of home and family while I devoted all my time to this document for such a long time.

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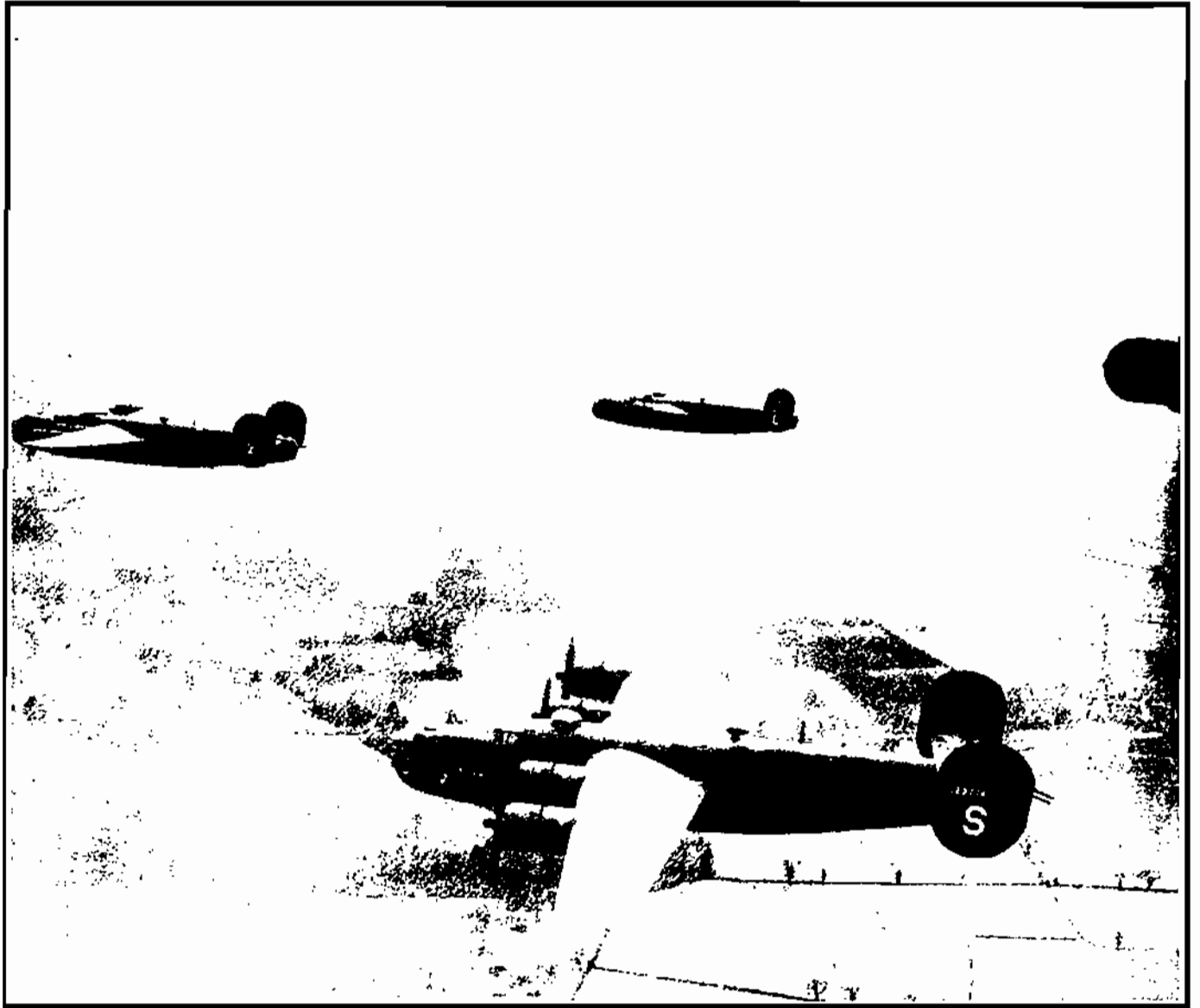
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**CHAPTER I**  
**THE EARLY DAYS**



**The Early Days**

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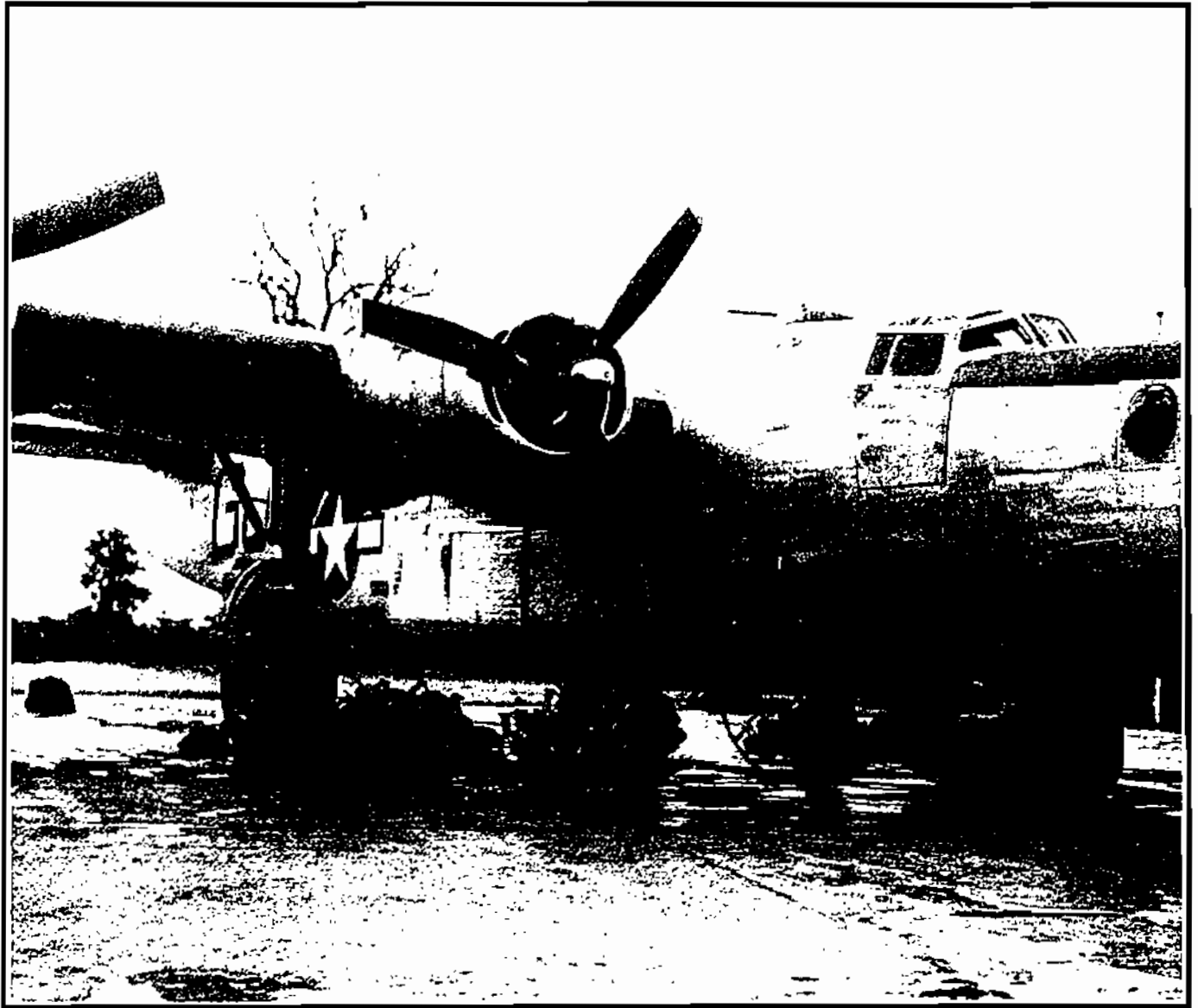
Formation flying over England, Fall of 1942.  
*BLACKJACK* with John Diehl leading and *AVENGER* with Nolan Cargile nearest camera.

**COMMANDERS OF THE 68TH SQUADRON**

<b>Captain Samford</b>	January 15,1941	to	May 7,1941
<b>Major Lawrence</b>	May 8, 1941	to	May 31,1941
<b>Curtis D.Sluman</b>	June 1, 1941	to	June 6,1941
<b>Robert Dean</b>	June 6, 1941	to	June 7, 1941
<b>Lt. Spencer</b>	June 8, 1941	to	June 14, 1941
<b>Curtis D. Sluman</b>	June 15,1941	to	October 27, 1941
<b>Jack W. Guest</b>	October 28,1941	to	January 12, 1942
<b>Marion D. Unruth</b>	January 13, 1942	to	May 15, 1942
<b>Francis H. MacDuff</b>	May 16, 1942	to	April 12, 1943
<b>James E. O'Brien</b>	April 13, 1943	to	May 14, 1943
<b>Thomas R. Cramer</b>	May 15, 1943	to	July 3, 1943
<b>John H. Diehl, Jr.</b>	July 4, 1943	to	November 15, 1943
<b>George R. Jansen</b>	November 16,1943	to	April 10, 1944
<b>Robert J. Lehnhausen</b>	April 11, 1944	to	May 31, 1945

The Early Days

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## FORMING

The greatest war in all of history struck like lightning at dawn on September 1, 1939, when Nazi Germany invaded Poland. Without warning the Nazis hit the Polish airfields at Grodno, Lwow, Cracow, Lida and others, eliminating the Polish Air Force in two days.

So World War II was born, with a Nazi blitz from the air. As it had begun, so would the war be fought and end. Aerial destruction would be a way of life in Europe, and Hitler's Nazi Germany would eventually be brought to their knees by destruction from the air that they could not imagine in their wildest dreams.

England and France declared war on Germany on September 3, 1939. Thus, within three days, war was raging between two great powers. In quick succession, Germany overran much of Europe. The Nazi Army cut off the four hundred thousand man British Expeditionary Force from the French Army when they broke through Belgium to the English Channel. The RAF gained temporary air superiority over Dunkirk when nearly three hundred and forty thousand French and English troops were evacuated to England in one of the most remarkable operations of the war. Nazi troops were within a few miles of Paris on June 10, when the Italians stabbed France in the back by joining with Hitler. Caught between two giant pincers, the French government fled Paris. On June 22, the French capitulated and signed the armistice. Hitler was ecstatic. He looked across the Channel and declared that Britain was nothing more than an Island and the Channel was just a river. He boasted he would dictate peace from London by the end of summer. His plan was simple and it was named "Operation Sea Lion": Phase 1—the elimination of the RAF, Phase 2—the invasion and defeat of Britain. The Luftwaffe was assigned the first phase. They must succeed if Phase 2 was to be successful. The date for "Alder Tag," the beginning of the all-out attack against the RAF, was August 10th, with the invasion scheduled for September 15th. Before September arrived it was evident to the German high command that something had gone wrong. The RAF was getting stronger. The Battle of Britain was at its peak. The primary mission to destroy the RAF was all but forgotten.

In America, production plants were gearing up and the foundation for all-out production was taking

place. Then Japan made a sneak attack on Pearl Harbor on December 7, 1941 and the United States declared war on Japan and Germany. As early as 1938, President Roosevelt foresaw the coming conflict and the role the Air Force would play. He called for a three hundred million dollar Army Air Corps expansion, to include six thousand aircraft. After Pearl Harbor, these plans were given top priority. The lines at the enlistment centers all over America were blocks long. Schools to train all phases of Air Force personnel sprung up and they were filled to capacity immediately.

In the semi-tropics of MacDill Field, Florida, there came into existence an organization that was destined eventually to play a leading role in upholding the glory and the honor that is an inherent quality of the Military Forces of the United States. The exact date that this organization was created was the 15th of January, 1941, just short of a year before our nation was plunged into a war of survival for our way of life in the face of a vastly superior enemy.

By Special Order Number 11, the 44th Bombardment Group (Heavy) was activated from the 29th Bombardment Group. It consisted of three squadrons—the 66th, 67th and last but not least, the 68th. The 68th Bombardment Squadron is the one with which this document is primarily concerned.



One of our early crews from the 68th Squadron while in training at Barksdale Field, LA (July 1942).

## The Early Days

The small cadre which made up the "Fighting 68th," as it has since become known, formed the nucleus of an organization with a stable and solid cornerstone upon which the future deeds and action might securely rest.

With a handful of men, Captain Samford assumed command, beginning the long, tedious task of molding an organization into a fighting and efficient machine. For nearly a month the organization existed in name only. No material, no home was evident. The men were literally orphans of the Army. Morale and enthusiasm was on the skids. Fortunately, the third of February, 1941, brought the tidings that a move to a permanent home was to occur at MacDill Field. The men were given their own mess, their own barracks, and their own site upon which they could commence the task of building. Now an incentive and a stimulation, much needed, had been provided.

Little time was lost in this task of organizing, training, and equipping for greater tasks that were ominously beginning to take shape in the world-wide picture.

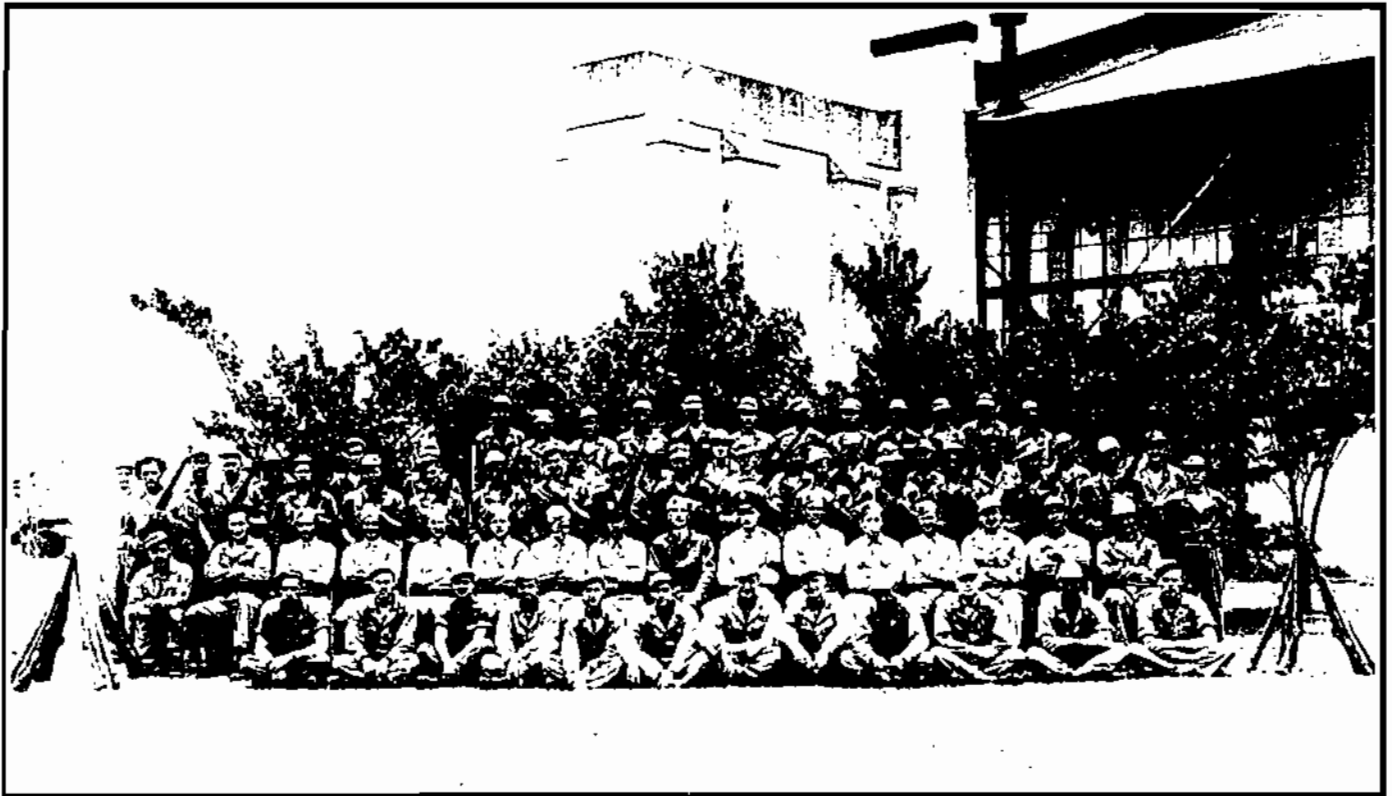
From the 13th of January 1941 until the 1st of

May, the "Fighting 68th" grew from an infant size to a body of enlisted men numbering 166, with one officer, Major Samford, in command. The "old boys" had the unenviable task of training these new men into a well-knit and competent body of soldiers to shoulder new responsibilities.

The 44th Bomb Group was the first Liberator Unit in the Army Air Force. However, before the fully trained group was to be sent overseas, it was to form and train other Liberator Groups. The first of these was the 98th, the Ninth Air Force's Pyramiders; the second was the 93rd, the Eight Air Force's Traveling Circus; the third was the 92nd (later converted to B-17's), the Eighth Air Force's Fame's Favorite Few; the fourth was the first Pacific B-24 Group, the 90th, the Fifth Air Force's Jolly Rogers.

On May 7th, five officers were assigned and joined. On May 20th, Major Samford was transferred to Headquarters, 3rd Air Force, and Major Lawrence assumed command. May 31st saw seven officers and one hundred and ninety two enlisted men in the squadron; Captain Curtis Sluman assumed command.

June 3rd Captain Curtis Sluman was relieved of



The Minute Men Guard was formed utilizing the men of all three Squadrons based at Barksdale Field. The Field was secured by these men twenty four hours a day, seven days a week. Note Joe Crisman in third row, standing sixth from the right end. Tom Crump is visible in the first row on the left end.

## The Early Days

command and 2nd Lt. Dean was put in command temporarily while Captain Sluman went DS on a cross-country flight. Most of the officers and enlisted men that joined the squadron during this time formed the nucleus for new squadrons that were being formed for other groups while the 68th was undergoing OTU (Operational Training Unit) programs.

On June 7th, 2nd Lt. Dean was relieved of command and 2nd Lt. Spencer assumed command. On June 14th Captain Sluman returned from his cross-country trip and assumed command. July 31st the squadron had two hundred and fifty enlisted men and fourteen officers.

During this creative period morale and enthusiasm often hit the bottom of the barrel due to the seemingly ceaseless drain on the personnel rosters for the creation of new cadres. Officers and enlisted men alike suffered the disturbing and disrupting game of "checkers"—the ever shifting of responsibilities, duties, and "home" in the Army.

The terrific expansion that the Air Force underwent during this period affected nearly all parts of the Air Force. This was necessitated by the ever increasing demands that were being foisted upon the Air Force. The war clouds were darkening and Britain was being pummeled by the very means by which the enemy would ultimately be crushed in defeat: air power. It would be naive to assume air power alone will do the job, but it certainly will play a leading part in causing the enemy's ultimate downfall.

Finally, on the 14th of July, the 68th was readied for operations as a unit. Technical Sergeant William (Bill) R. Davison was made First Sergeant; Major Francis H. MacDuff was in command, as of the 15th of May.

In a quick flashback, these facts were pertinent: 1) the 29th Bombardment Group was the oldest of the newly activated Groups and hailed from Langley Field, Virginia, under the new air expansion program, and 2) the 44th Bombardment Group was the oldest of the "new" Groups that were forged from the 29th Bombardment group, having been activated on the 15th of January 1941. The squadrons that formed the group were 66th, 67th and the 68th.

The first aircraft assigned to the 68th was an A-17, a two seater with a Pratt & Whitney R-1830 engine. William H. Bohon was the crew chief and C.E. Lee and Marvin Cox were the two mechanics assigned to assist him. Marvin Cox told me while he was

up at Chanute Field attending mechanics school, the A-17 disappeared. When he returned to the 68th, they had two aircraft on the line, a B-17 and a B-18. Marvin states these two aircraft may have been loaners from the 29th Bomb Group.



Roy Erwin and Jim O'Brien visiting Jim's home in late August 1942 while on a cross country training flight from Will Rogers Field, OK

As time went by it became more and more evident that further breakups and movements would be forthcoming. In the face of these looming changes the daily life of the Squadron had taken a new lease on activity. Living, working, and training conditions were radically changing from ragged improvisation into a well-knit organization. Social life at the camp had been at a stand-still until the Enlisted Men's Club at Clearwater, Florida was opened on the 4th of July 1941. It was a day of gaiety and provided a very definite stimulus to the general moral of the boys. Athletic programs were held in conjunction with the regular diet of living and training. Soon, all men became bronzed and fit under the blazing Florida sun.

The Group and Squadrons soon became immersed in the daily stint of local and cross-country flying/training and playing their part as cogs in a great wheel which comprised the Air Force. As on any other normal Sunday, the men and officers were

## The Early Days

either at work, on pass, or on leave—enjoying Sunday, the 7th of December 1941. It literally came out of the blue sky: war. Our Commander in Chief named it as a "day that will live in infamy." It would also go down as a day for which all had been training and waiting. Now an obvious incentive had been provided. Morale and seriousness of purpose surged to new heights.

On October 27th, 1941, 1st Lt. Guest relieved Major Sluman as commanding officer of the 68th Bomb Squadron.

On January 12th, 1942 1st Lt. Chris H. W. Ruster was appointed Flight commander and 1st Lt. Jack W. Guest was appointed squadron Gas officer.

January 23rd, 2nd Lt. Claude A. Culpepper was appointed squadron Armament officer. 2nd Lt. Ray L. Taylor was appointed squadron Operations officer to succeed 2nd Lt. Homer E. Adams.

Feverish preparations for eventual combat duty were accelerated and both enlisted men and officers began to chafe at inaction. Finally, on the 7th of February, 1942, the organization was moved to Barksdale Field, Louisiana, and here began definite preparation and training of the Group as an exclusive B-24 (Liberator) organization. Further transfers and newly added personnel took place—OTU (Operational Training Unit) began in earnest and the squadrons began to "shape up" into fine well-trained units with equally well-trained and skilled ground personnel.

Barksdale Field, a pre-war field, was a paradise in the mushrooming growth of army fields. It was a permanent base and every convenience was at hand. Life there was thoroughly enjoyed by all. As a "home" to the boys, no more fitting locale could be found.

February 19th, Captain Marion D. Unruth succeeded Lt. Colonel Sluman as squadron commanding officer.

From the 1st of February to the middle of July the 68th Bomb Squadron's administrative personnel was constantly changing because the various new Cadres formed from the 68th were utilizing our officers. The following is a list of Administrative Duties of the officers of this period of OTU and up to the time the squadron was put on operational status. This list shows the changes made when the cadres left the squadron:



Room occupied by Tom Cramer, Jim Dubard, Jim O'Brien, Tom Landrum and Reggie Phillips at Will Rogers Field, OK before Orderlies were assigned to maintain Officers quarters.

February 22nd, 1942, 2nd Lt. Francis M. Whittock, Jr., was appointed squadron Adjutant and Mess officer.

The duties of officers at this time were as follows:

2nd Lt. Norman P. Tucker, squadron Engineering officer.  
2nd Lt. Homer E. Adams, squadron Operation officer.  
2nd Lt. Robert I. Paulin, squadron Armament officer.  
2nd Lt. Cecil E. Patterson, squadron Intelligence officer.  
2nd Lt. Marlin F. Schanland, squadron A & R officer.  
2nd Lt. Robert J. Nester, squadron Communications officer.  
2nd Lt. Clarence A. Roitsch, squadron Transportation officer.

On March 13, 1942, there were thirty officers in the squadron, most of whom had been recently commissioned. Some of their duties were as follows:

Captain Robert C. Orth,  
squadron Operations officer.  
2nd Lt. Norman P. Tucker,  
squadron Technical Supply officer.  
2nd Lt. George E. Sloan,  
squadron Armament officer.  
2nd Lt. Robert I. Paulin,  
squadron Communications officer.  
2nd Lt. Robert L. Nestor, Jr.,  
squadron Transportation officer.

## The Early Days

2nd Lt. Charles E. Thomas,  
squadron Adjutant and Mess officer.  
2nd Lt. James E. O'Brien,  
squadron Engineering officer.  
2nd Lt. Ralph P. Thompson,  
squadron School officer.

### April 10, 1942

2nd Lt. John J. Bily,  
squadron Communications officer.  
2nd Lt. Robert J. Nesper,  
squadron assistant Armament officer.  
2nd Lt. Earl M. Hobson,  
squadron Engineering officer.  
2nd Lt. Calvin W. Glendenning,  
squadron Intelligence officer.  
2nd Lt. Henry A. Fischer,  
squadron Statistical officer.  
2nd Lt. John H. Diehl,  
assistant Adjutant to the squadron.  
2nd Lt. Walter T. Holmes, Jr.,  
assistant squadron Supply officer.  
2nd Lt. Eugene G. King,  
squadron Transportation officer.

Each time a cadre was formed, the squadron would be split up and the duties for officers would be constantly changed.

### April 24th

2nd Lt. Clayton R. Lomneth,  
squadron Technical Supply officer.  
2nd Lt. Carl C. Thompson,  
squadron Supply & asst. Armament officer.

### May 15th

Major Francis H. MacDuff  
became Commanding Officer.  
2nd Lt. Roy B. Erwin,  
squadron Postal officer.  
1st Lt. Shirley A. Kolpin,  
squadron Operations officer.  
2nd Lt. Marlin F. Schanland,  
squadron Intelligence officer.  
2nd Lt. John H. Diehl, Jr.,  
in addition to his other duties was appointed  
squadron Mess officer.  
2nd Lt. Thomas R. Cramer,  
squadron Supply officer.  
2nd Lt. John J. Bily,  
custodian of the squadron fund.

### May 19th

2nd Lt. Thomas R. Cramer,  
squadron Adjutant.  
2nd Lt. Alexander E. Munsell,  
squadron Supply officer.  
2nd Lt. Robert A. Norsen,  
squadron Communications officer.  
2nd Lt. T.M. Winger,  
squadron Technical Supply officer.  
2nd Lt. Roy B. Erwin,  
squadron Intelligence officer.  
2nd Lt. Marlin F. Schanland,  
squadron unit Oxygen officer.

### June 2nd

2nd Lt. Zach A. Johnson,  
squadron Technical Supply officer.  
2nd Lt. Jack B. Ryan,  
squadron Supply officer.  
2nd Lt. Louis H. Tally,  
squadron Communications officer.

### June 13th

2nd Lt. Thomas R. Cramer,  
appointed custodian of squadron funds.  
2nd Lt. Carl C. Thompson,  
appointed squadron Armament officer  
and squadron Chemical Warfare officer.  
2nd Lt. Thomas W. Landrum,  
squadron Engineering officer and Technical  
Supply officer.

### July 14th

Ready for operation as a Unit, these men became responsible for performing the following duties:  
Technical Sgt. William R. Davison  
appointed 1st Sergeant.  
2nd Lt. Jack W. Bass,  
squadron Adjutant and custodian of the  
squadron fund.  
2nd Lt. Harry A. Durham,  
squadron Mess officer.  
2nd Lt. Robert C. Dickens,  
squadron Intelligence officer.  
2nd Lt. Clarence M. Dooley,  
squadron Ordnance officer.  
2nd Lt. Michael J. Neri,  
squadron Communications officer.  
1st Lt. Otto Thurmann,  
squadron Supply and Transportation officer.

## The Early Days

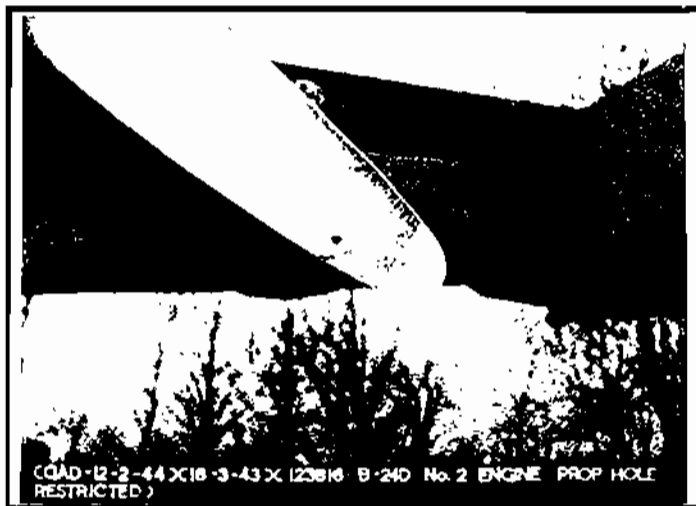
1st Lt. Robert A. Norsen,  
squadron Operations officer.  
2nd Lt. Carl C. Thompson,  
squadron Armament and Chemical Warfare  
officer.

Lt. Diehl, who joined the squadron on March 20, 1942, went on Sub patrol in the months of April and May with Lt. Erwin and Captain O'Brien over the Gulf of Mexico. They flew a ship from the 66th squadron and used men from the 68th for the crew. On July 10th they destroyed a submarine at 2010 hours, but because of the darkness no pictures could be taken without using flares. There were no flares on board so it was a long time before the Navy confirmed the destruction of this U boat.

### NARRATIVE OF B-24 AIRCRAFT ON SUB MARINE PATROL MISSION OVER THE GULF OF MEXICO ON JULY 10, 1942

#### CREW MEMBERS

Pilot	Lt. Robert A. Norsen
Co-Pilot	Lt. John H. Diehl, Jr.
Observer	Capt. B. Solomon
Navigator	Lt. LeRoy Perlowin
Assistant RO.	Sgt. W.G. Meers
Radio Op.	Sgt. D.H. Ingram
Engineer	Sgt. Tauno I. Metsa
Bombardier	Sgt. G.W. Guilford
Photo Gunner	Sgt. C.W. Carlton
Tail Gunner	Sgt. M.L. Spears
Assistant Eng.	Sgt. Saul S. Suskind



.50 caliber hole in No. 2 propeller of *BLACK JACK*.

At 0930 hours, this aircraft departed from Barksdale Field, Louisiana, as ordered, to patrol a specified area of the Gulf of Mexico. While flying at an altitude of 1500 feet, the bombardier released a 300 pound demolition bomb over an area of water which appeared dark. However the peculiarity was formed by a school of fish in the area, as was confirmed by some crew members.

As the aircraft was flying on the last leg of the search, the photographer observed a suspicious boat on the horizon toward the south. This area was located approximately 120 miles south of Mobile, Alabama. The aircraft was approximately 20 miles south of its course. The pilot remained in this general vicinity for approximately 15 minutes, and the co-pilot observed a submarine surfaced at the starboard side. The pilot made an approach against the sun in order to observe the reflection made by the submarine more clearly. The pilot then made a left turn for one-half a minute, and prepared to make a bombing run. By this time only the periscope of the sub was visible. The bombardier had only fifteen seconds for his bombing run and made an approach at an altitude of 1500 feet about thirty degrees across the bow of the submarine, using P.D.I. instruments. The bombing run was made at 2010 hours.

Both the engineer and radio operator observed the bombing results from the bomb-bay section. The bombardier released four bombs, in the following order: one depth charge, one 300 pound demolition bomb, one depth charge, and one 300 pound demolition bomb. All charges were set to go off in train, 50 feet apart. Excellent hits were observed. The first charge hit behind and short of the periscope wake; one demolition bomb hit directly in the center; and the other depth charge hit even with the bow.

In confirming the successful sinking of the submarine, the following facts should be mentioned: a greater explosion was seen from the dropping of the 300 pound demolition bomb on the submarine than had previously been made with a similar bomb that was dropped earlier in the day on a school of fish. The marker beacon light was on just prior to bombing and also on the actual bombing run. It remained on while two more runs were being made. A great deal of debris was observed in this area as well as an extremely large oil patch. Two large black shadows were also observed, which remained on the water for five minutes and then seemed to drift apart and disappear. These observations were made from an altitude of 200 feet.

## The Early Days

Darkness was approaching rapidly and prevented better visibility. Two positions of the sinking were radioed by the radio operator, Sgt. Ingram, and the aircraft patrolled the area for about thirty minutes. The pilot was obliged to return to base because of fuel shortage.

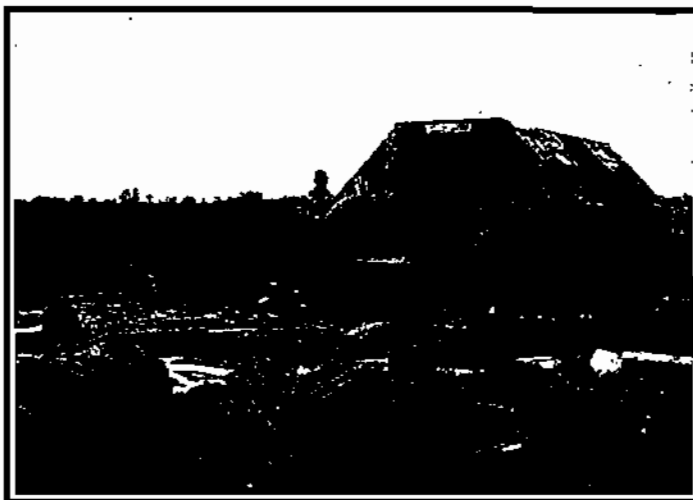
The pilot commends the bombardier on such an excellent performance; for his bombing run was the shortest and most accurate he had ever witnessed. He also wants to commend the entire crew for such excellent vigilance as they maintained, for they had remained at their stations for nine hours, making continuous observations.

*/s/ Robert C. Dickens*  
*/t/ Robert C. Dickens,*  
1st Lt. Air Corps,  
Sqd. Intelligence Officer.

This sinking was commended by Major General Chaney, Commanding General of the Eastern Defense Command.



Gene Holmes and Minor Newlin  
Operations



One of our ground crews of the 68th -- Left to right: Howard Foley-Crew Chief, Robert Chant and Dale Murphy-Mechanics, with Jack "Chiggerhead" Waites on the ground.

The period from April to September 1942 saw the squadron with but eight flying officers to instruct and check out combat men assigned to the squadron for OTU. There were no ground officers and the duties for officers in May were:

Major Unruth, Commanding Officer.  
Captain MacDuff, Operations officer.  
Lt. Thomas, Adjutant.  
Lt. Diehl, asst. Adjutant, Mess office, Custodian of squadron funds.  
Lt. Cramer, Adjutant succeeding Lt. Thomas.  
Lt. O'Brien, Engineering officer.  
Lt. Phillips, Athletic and Recreation officer.  
Lt. Holmes, Instructor Pilot.  
Lt. Dubard, Asst. Mess officer.

Capt. MacDuff succeeded Major Unruth as Commanding Officer and Lt. Norsen became Operations officer. Capt. MacDuff was promoted to Major and then Capt. Reed came into the squadron as Operations officer. Capt. Reed was transferred to Group Headquarters and Capt. Norsen went back to Operations officer.

The Officers Training Unit was to check off pilots only, so they had very little opportunity for checking off complete crews. Pilots were checked off with transitional flying as crews were formed. The 98th, 93rd, 92nd and 90th Groups were formed and they took personnel and equipment from the 44th. Bombardiers and Navigators joined the Group and they were all put into the 90th and 93rd Bomb



## The Early Days

Groups. The 68th had more flying time than any other squadron, and yet it only had five beat-up wrecks for planes. These planes were 3 LB-30s and two B-24s. The 68th was one of the first squadrons to be assigned Liberators exclusively and much of the development of this type of aircraft was due to suggestions made by the men of this Squadron.

Practice bombs were dropped by enlisted bombardiers, M/Sgt. Crisan, S/Sgt. Guilford, Sgt. Nealon, Sgt. Bloomfield, Sgt. McMackin and Sgt. Edmonson. The athletic programs provided some hotly contested baseball games at Barksdale, and the personnel of this squadron made very good use of Barksdale's famous gymnasium. The time spent on Sub Patrol aided the pilots in gaining experience as navigators. It also provided the radio operators with invaluable experience.

The squadron spent a few weeks in July moving equipment and men, and packed everything in preparation for a transfer to an unknown base. On July 25th, the squadron ground personnel marched to a train convoy to the tunes of snappy band music. On the 25th, the squadron arrived at Will Rogers Field, Oklahoma City, and was later joined by the air echelon. It was here that the squadron prepared themselves for operational duty as a separate unit, and formation flying commenced. The majority of personnel had little experience in this new phase of work; most of the navigators and bombardiers were being assigned at this time. The air echelon trained together as crews for a very short time in preparation for their future combat assignment.

The squadron was at Will Rogers Field, and everyone knew that they would soon be leaving for overseas. The order was expected at any time, but first, additional personnel would have to be assigned for combat crews. The additional men to fly the planes arrived on the 3rd of August, and intensive training was being undertaken by all men of the Organization for their own military assignments.

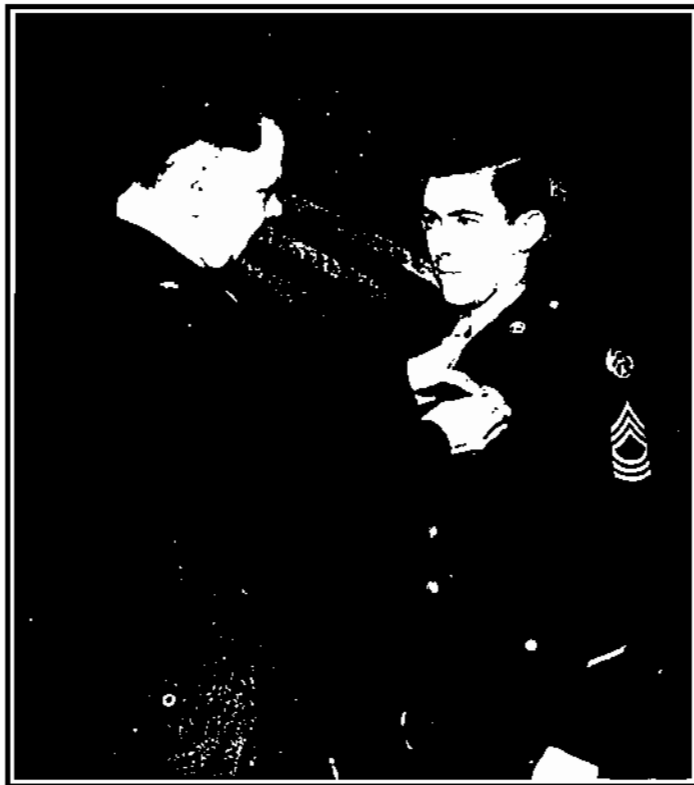
The officers assigned to the squadron on the 3rd were 1st Lt. Bean, 2nd Lts Ager, Beatty, Bronstetter, Collier, Crawford, Deavenport, Flynn, Garrett, Glass, Grant, Howell, Hughes, Inman, Kielman, Klekar, Light, McCants, Nelson, Pence, Pitman, Sand, Gavin, Santos, Schmeisser, Shields, Sies, Stine, Toczyl, Vanevery and Gregory.

On the 6th, 2nd Lt's Kaitala, Moore, Swanson, Houston and 1st Lt. Clark were assigned and joined the squadron.

Rumor has it that the 44th picked up the name of the *FLYING EIGHTBALLS* at Will Rogers Field. Colonel Frank W. Robinson, the Commanding Officer was talking with Captain Goodman C. Griffin regarding the upcoming shipment to an overseas base. Robinson said he could not understand how the Air Force could even think that he could go into combat with this group of misfits, ninety day wonders, and oddballs. He has never seen such a bunch of eightballs in his entire military career.

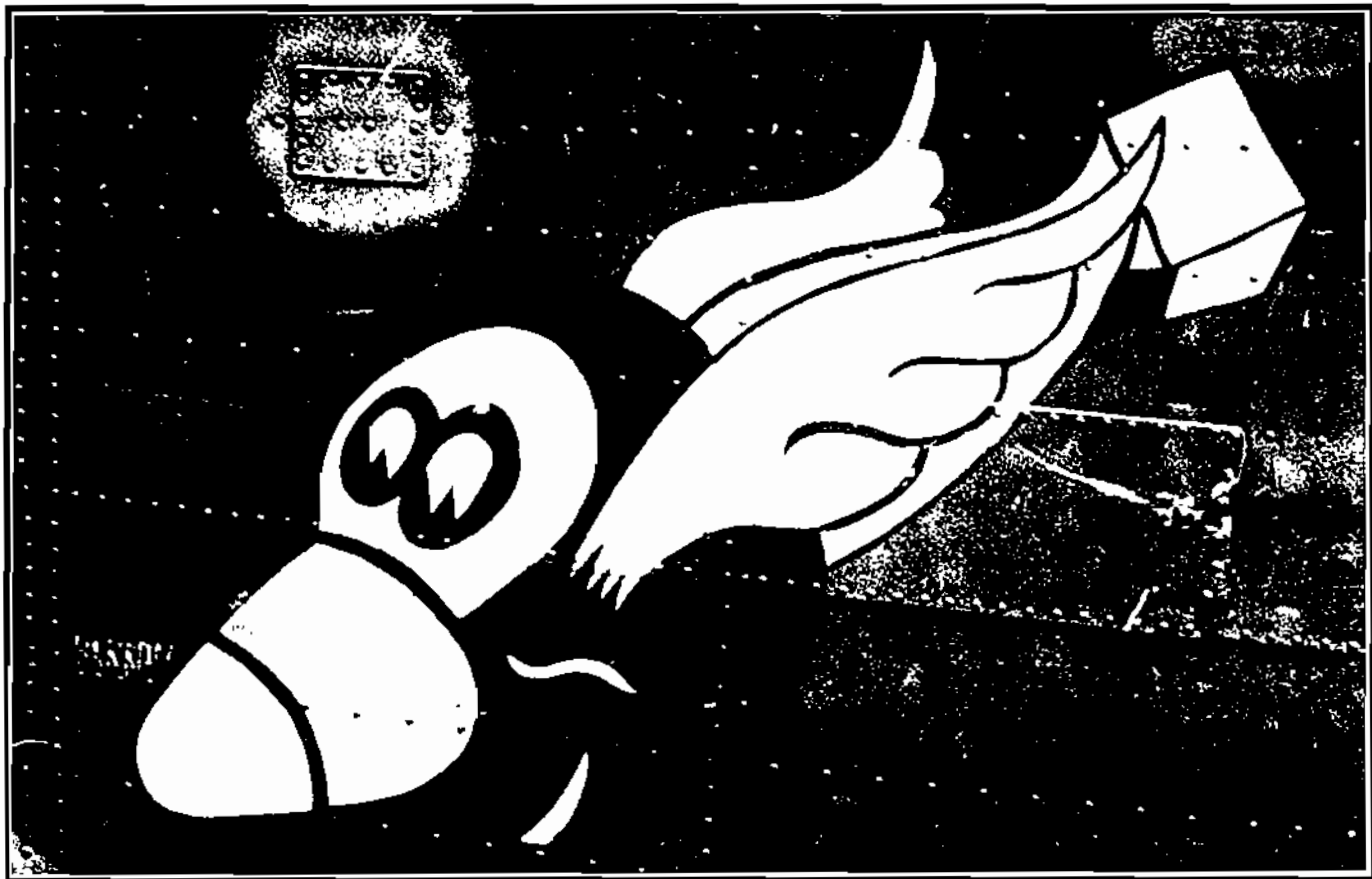
By the time our combat crews landed at Shipdham a few weeks later with twenty seven new B24-D Liberators, the paint was on hand and the artist was assigned his most important assignment to date: put that insignia on each of our planes!

The *FLYING EIGHTBALLS* of the 44th Bomb Group were ready to give the Jerries a go.



General Johnson and Freddie Scheidegger  
Crew Chief of HAG MAG.





The Flying Eight Ball Insignia.

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## SHIPMENT OVERSEAS

On August 25th, Captain Alfred C. Carr, Jr. assumed command of the ground echelon, and we left Will Rogers Field, Oklahoma for Fort Dix, New Jersey. We arrived at Fort Dix at 1500 hours on August 28th. Orderly rooms were set up and final processing was started for overseas shipment. On September 4th, "B" bags of the ground echelon and other organizational equipment were sent to the Cunard White Star Pier. The squadron boarded a train which went to Jersey City. The squadron then boarded a ferry and crossed the Hudson River to the pier. At 1930 hours we boarded the HMS Queen Mary and she sailed at 1500 hours on September 5th.

Men were assigned cabins and deck space, which they occupied 24 hours alternately. Each man was given a button with a number representing what sitting he was to attend at mess. These buttons were of certain colors, designating what part of the ship was to be occupied by the man.

Two meals were served per day at approximately 0900 and 1630 depending on what sitting the man had. Emergency drill was held every morning after the first meal and there were no exceptions from attending the drill. The balance of the time was spent at various diversions: shooting craps, playing poker and bridge, eating candy and cookies and drinking soda pop from the px, reading, and in just browsing about the huge ship sunning and watching the water go by. Many became seasick and their discomfort was apparent and quite pathetic to those unaffected.

The crossing was a tense ordeal with the ship being unescorted and the submarine menace at full sway. Subs had been reported at one time, so a course of deviation of about four hundred miles to the north was set, bringing out the warmer clothes as shields against the Arctic weather area.

Otherwise, the trip was largely uneventful as a first trans-Atlantic crossing for the vast majority of the men.

Each man had a rifle and, to save space in the hold, each man carried sixty rounds in his cartridge belt. The "chow lines" would extend from the boat deck down to the dining rooms, five decks below.

Every day at noon the men would move either to the deck or to the cabin where they would spend the next twenty four hours. The officers accompanying this troop movement took turns acting as Squadron "Officers of the Day" to supervise the handling of the men. There were canteens open six hours during the day and the lines of potential customers would be formed as much as two hours in advance.

On the last day, September 10th, a line was formed from the hold to the upper decks and rations were passed along this human chain for the mens use in route from the Port to their new stations.

On September 11th, at 0730 hours, the Queen Mary steamed into the Firth of Clyde at Gourock, Scotland. She steamed slowly up the River Clyde to Greenock. Needless to say, every man aboard ship was enthralled and awed by the sheer beauty of this harbor. They filled their eyes with the beauty of the vast ancient estates that bordered the river banks; silently stared at the sweeping hills and skidding-cloud flecked skies and wondered: "could this be war for which we are here?" There was some evidence at hand that war was or had been nearby: sunken masts protruding from the water level, damaged buildings scattered over the slopes—but one had to observe closely to note these facts.

The Queen Mary dropped anchor, and the unloading began to smaller boats that bobbed about the huge bow of the Queen. When the boys set foot on the shores of Scotland they were greeted with joyous enthusiasm from the sturdy Scots and by the colorfully kilted band with their complicated sets of bagpipes. The boys then made their way to the quaint trains that seemed toy-like and odd when compared to the vastly larger trains found in the States. The Red Cross was on hand with tea, cakes, and refreshments for the travel-weary boys. This fine gesture went straight to the hearts of the soldiers. After the trains were loaded, the long, slow trip began with Cheddington, England as the destination for the 44th Group. The ethereal and poetic beauty of the Scotch and English countryside began slowly to unfold to the GIs and Officers as the train sped onwards toward its destination. We arrived there at 0330 hours, September 12th, and set up station on the 13th.

## The Early Days

### CHEDDINGTON

Here began the indoctrination procedures on the ENGLISH way of life, on security measures, and on the sundry of other activities that encompass army living and work.

The following officers accompanied the overseas trip with the 68th Bomb Squadron Ground Echelon:

2nd Lt. Bass, Jack W.  
 2nd Lt. Bledsoe, John D.  
 Capt. Carr, Alfred C.  
 1st Lt. Clark, John N.  
 2nd Lt. Dickens, Robert C.  
 2nd Lt. Dooley, Clarence M.  
 2nd Lt. Durham, Harry A.  
 2nd Lt. Gavin, John M.  
 2nd Lt. Glettler, Bernard U.  
 2nd Lt. Kaitala, Henry E.  
 1st Lt. LaCour, Bennett J.  
 2nd Lt. Lehr, Russell C.  
 2nd Lt. Mervis, Irwin  
 2nd Lt. Neri, Michael J.  
 2nd Lt. Moore, Kenneth H.  
 2nd Lt. Sand, Chris, Jr.  
 2nd Lt. Swanson, Clark E.  
 2nd Lt. Thompson, Carl E.  
 2nd Lt. Woodruff, Herbert C.

The following enlisted men went overseas as a part of the 68th Bomb Squadron Ground Echelon:

Pvt. Abeyta, Isaac  
 Cpl. Abrahamson, Ernest E.  
 Pfc. Adkins, Alfred  
 Pfc. Alcorn, Robert W.  
 Pvt. Alcott, William H.  
 Pvt. Alvarez, Rafael C.  
 Cpl. Anderson, Clarence M.  
 T/Sgt. Bagdonas, Alfred A.  
 Pvt. Baldwin, William H.  
 M/Sgt. Balz, Francis E.  
 Pvt. Baba, Jack  
 Sgt. Barron, Ralph E.  
 Pvt. Bauman, Francis A.  
 Pvt. Bearnes, James W.  
 Pvt. Beaver, Harold D.  
 Pfc. Belyeu, Darrell D.  
 S/Sgt. Bender, Carl E.  
 M/Sgt. Berry, Lewis B.  
 Pfc. Bibiano, Manuel  
 Pfc. Blair, Robert O.  
 S/Sgt. Bloomfield, Phillip J.  
 Pfc. Bolonas, Robert J.

Pvt. Bolton, William B.  
 Sgt. Bolza, Michael  
 Sgt. Bowery, James W.  
 S/Sgt. Boyer, James F. Jr.  
 Pfc. Brignac, Marion J.  
 Cpl. Brooker, David C.  
 Cpl. Brostow, Henry  
 Cpl. Brownstein, Murray  
 S/Sgt. Bryant, George W.  
 Pfc. Burton, Robert E. ✓  
 Pvt. Busby, Charles C.  
 Pvt. Butler, Richard J. ✓  
 Pvt. Calbert, Clifford G.  
 Pvt. Callender, Harry J.  
 S/Sgt. Calvin, William A.  
 Pvt. Carlson, Edwin B.  
 Pvt. Carlson, Max L.  
 S/Sgt. Carlton, Clyde W.  
 Cpl. Carsella, Nicholas J.  
 Sgt. Chant, Robert G.  
 Pvt. Cirami, Anthony J.  
 Cpl. Clark, Hillard D.  
 Cpl. Cleveland, Harvey A.  
 Pfc. Close, Buster  
 Pvt. Closson, William L.  
 Pvt. Coffman, Robert A.  
 Pfc. Collins, Griffin P.  
 S/Sgt. Collins, Robert J.  
 Pfc. Conley, Fred M.  
 Sgt. Copeland, John H.  
 Pvt. Corrigan, Michael J.  
 Cpl. Cortwright, Henry A.  
 Sgt. Cramer, Barton D.  
 Pvt. Crimmings, Robert J.  
 M/Sgt. Crisan, Norius  
 Pvt. Crisman, Joseph C.  
 Pvt. Crump, George T.  
 Pvt. Cypher, Edward A.  
 Pvt. D'Anna, Albert J.  
 Pvt. Dalton, Ralph L.  
 Sgt. Dart, Howard F.  
 Pvt. David, Clifford  
 T/Sgt. Davison, William R.  
 Pvt. Dawson, Charles E.  
 Cpl. DeGroat, Hobart C.  
 Pfc. Delaney, William J.  
 Cpl. DeTota, Joseph A.  
 Cpl. DiPerio, Ivo F.  
 Sgt. Doucette, Robert C.  
 Pvt. Dunbar, Chester A.  
 T/Sgt. Eberhardt, John W.  
 Cpl. Edmonston, Grover A.  
 Cpl. Edwards, Franklin Q.  
 Pvt. Eley, William A.  
 Pvt. Esmar, William

## The Early Days

Pfc. Esper, William D.	Cpl. Kania, Henry
Pvt. Feinberg, Arthur W.	Cpl. Kilford, George A.
Cpl. Feldman, Milton	Pfc. Kinning, Robert B.
Sgt. Feldman, Theodore L.	Cpl. Kmetz, Edward
Cpl. Ferrell, Robert O.	Pvt. Koch, Adam
Pfc. Fisgus, Frederick C.	Pvt. Koch, John L.
Pvt. Flesher, Issac A.	S/Sgt. Koontz, James H.
Pvt. Florko, Theodore A.	Pfc. Kramer, Chris
Cpl. Floyd, Bernard B.	Pvt. Krueger, Robert O.
S/Sgt. Foley, Howard J.	Pvt. Krutch, Henry
Sgt. Ford, Julius D.	Pvt. Landers, Howard
Sgt. Franklin, Charles B.	Pvt. Langley, Omer G.
Pvt. Fredrickson, Donald	Sgt. Laughlin, Henry J.
Pvt. Froehlich, Raymond B.	Pvt. Lawrence, Cecil J.
Pfc. Fulford, Sammie R.	Pvt. LeJune, Charles P.
M/Sgt. Gammage, Robert L.	T/Sgt. Lee, Claude E.
Cpl. Garrard, James M.	Cpl. Lee, Herbert H.
Pfc. Gauronskas, Edward C.	Sgt. Lee, Robert J.
Pvt. Gay, Ross W.	Cpl. Lillard, James F.
Sgt. Gentry, Herbert H.	Pvt. Lloyd, Jack L.
Cpl. George, James W.	Sgt. Lloyd, John B.
Pvt. Geriek, Michael	Pvt. Long, Virgil B.
Cpl. Gildersleeve, Ivan L.	Pfc. Lucchesi, Mateo
Sgt. Gillis, Albert T.	Cpl. MacCammond, James R.
Pvt. Gilmour, Donald W.	Pfc. Maggard, Clyde
Pvt. Girty, Albert A.	Pfc. Magnuson, Lester
Pvt. Glazor, William	Pfc. Manley, Gerald P.
Pvt. Glowski, Clarence A.	Pfc. Manter, Robert I.
Sgt. Goldstein, Jack	M/Sgt. Marvil, Walter W.
Cpl. Goucher, Max E.	Sgt. Mathews, Harold G.
Pvt. Grimes, Eugene L.	Pvt. Mauer, Joseph
S/Sgt. Guilford, George W.	Cpl. McCarty, Lanville O.
M/Sgt. Hale, Norman N.	Sgt. McGlynn, Jack G.
Pfc. Harh, James P.	S/Sgt. McGrady, Leo V. Jr.
Pvt. Harmon, Charles	Pvt. McKinnon, Wallace W.
Cpl. Hawthorne, Clyde W.	Cpl. <u>McMakin, Charles G.</u> <i>McMacked</i>
Pfc. Heard, Virgil S.	Cpl. Mooney, Joseph F.
Cpl. Hedinger, Herbert A.	Pvt. Moore, Heath
Cpl. Heinrich, Emil	Pfc. Moore, Ralph E.
Pfc. Heiss, Clifford A.	Pfc. Morris, Louis W.
Cpl. Hicks, Carl C.	Sgt. Moyer, Henry
S/Sgt. Hill, Harold L.	S/Sgt. Murrell, Loughridge C.
Cpl. Hilty, Percy W.	Sgt. Musser, James F.
Pfc. Hoffman, Harvey E.	Sgt. Nanson, Fred A.
Pvt. Holloway, John W.	Cpl. Nealon, Walter K.
Pvt. Hoover, Preston	Pvt. Netolicky, Maxwell
Sgt. Hryvniak, Russell	Pvt. Newlin, Minor C.
S/Sgt. Hulsey, William T.	Sgt. Pastorkovitch, Nick J.
Cpl. Hunter, Harold R.	S/Sgt. Patty, Ernest R.
Pvt. Ingrassia, Phillip P.	Cpl. Perry, Delbert O.
Cpl. Jacob, White A.	Sgt. Pigg, Charlie C. Jr.
Cpl. Jacob, William M.	Pfc. Quesiberry, Frederick
Cpl. Johnson, Cecil A.	Sgt. Rabesa, Louis Jr.
Cpl. Johnson, Ponie C.	Sgt. Rector, Wayne M.
Pvt. Kane, Maurice R.	Sgt. Reynolds, Buford J.

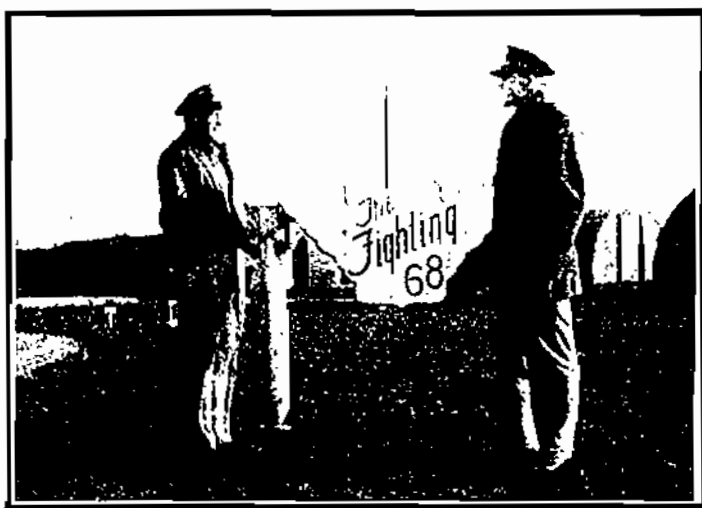
## The Early Days

Sgt. Reynolds, Oliver G.	Pvt. Todd, Robert T.
Pvt. Richardson, Edward J.	Pvt. Todd, Wilbur C.
Sgt. Rifkin, Morton S.	Pvt. Toles, Robert J.
Pvt. Riverbark, Gordon	Cpl. Tracy, Edward F.
Pvt. Rodriguez, Pedro T.	Pvt. Trevino, Ernesto L.
Sgt. Rooks, Arthur F.	Pfc. Tribke, George C.
Sgt. Roscher, Irvin E.	Pvt. Tripe, Leland J.
Pvt. Rose, George A.	Sgt. Tull, Donald D.
Pvt. Rucker, Robert W.	Pfc. Turley, Ernest C.
T/Sgt. Russell, Herbert J.	Pvt. Ukens, Emil R.
Pfc. Russo, Santo	Cpl. Ulatowski, Frank K.
M/Sgt. Salter, Hughlette H.	Pvt. Unger, Emil W.
Cpl. Schad, George F.	Sgt. Urban, Louis
Sgt. Scheidegger, Freddy	Pvt. Uzarowski, Casimer J.
Cpl. Scholl, John M.	Cpl. Van Oyen, Harold D.
Pvt. Scholljengerdes, Kenneth	Pvt. Vasquez, Octaviano
Pvt. Scott, Phillip	Pfc. Vaughn, Alvin R.
Pvt. Scrnci, Saverio C.	Pvt. Vaughn, Romie
Pvt. Seymour Verie R.	Pvt. Vergo, Thomas C.
Pvt. Shaffer, Orlo U.	Sgt. Villemez, Lawrence R.
Pvt. Sherba, Frank	Pfc. Wachowski, Felix
Pvt. Shevlin, John	Pvt. Wagner, Charles H.
Pvt. Shoemaker, George D.	Cpl. Waites, Doyle D.
Pvt. Show, James M.	Pvt. Walkowick, Anthony
M/Sgt. Simpson, Joe H.	Pvt. Wallo, John C.
Cpl. Singer, Harry J.	Pvt. Waltz, Herbert W.
Pvt. Sinkus, Albert N.	Pvt. Warmuth, Laurence
Pvt. Siska, Joseph R.	Cpl. Warnigus, Alex
Pvt. Siverston, Kenneth	Cpl. Webster, Norman W.
Cpl. Six, Harvey G.	Pvt. Weems, Manuel
Sgt. Skinner, Carlois H.	Pvt. Westlake, Robert
Pfc. Sloan, Fred J.	Pfc. Whittington, Robert S.
Pfc. Smith, Frederick J.	Pvt. Wickham, William G.
Pvt. Smith, Nick B.	Pvt. Wilder, Arthur O.
Sgt. Smith, Theron F.	Pvt. Williams, Henry H.
Pvt. Snapp, Claude E.	T/Sgt. Williams, Richard D.
Pvt. Sperling, Harold H.	Pvt. Williams, Truit
Pvt. Spraklin, Justus L.	Pvt. Willson, Daniel R.
Pvt. Stillwell, Roy C.	Pfc. Wilson, Arthur B.
S/Sgt. Stine, Ralph J.	Pvt. Wilson, John
Cpl. Straccioni, Michael A.	Pvt. Winiarski, Walter E.
Pvt. Subject, Adam	Pvt. Wiseman, Douglas D.
T/Sgt. Suskind, Saul	Sgt. Wood, Francis M.
Cpl. Sweigard, George A.	Pvt. Wood, Theodore M.
Pvt. Synoweic, Walter J.	Pvt. Woolf, Joseph R.
Pvt. Tarquinio, Joseph	Sgt. Wolfe, Chester R.
Cpl. Taylor, Oran J.	Pvt. Wright, Euereh
S/Sgt. Taylor, Robert D.	Pvt. Wright, Vernon
Pvt. Thomas, Clyde	Pvt. Yermack, Murry
Pfc. Thomason, Robert U.	M/Sgt. Zarnosky, John W.
	Pvt. Zehm, Omar B.

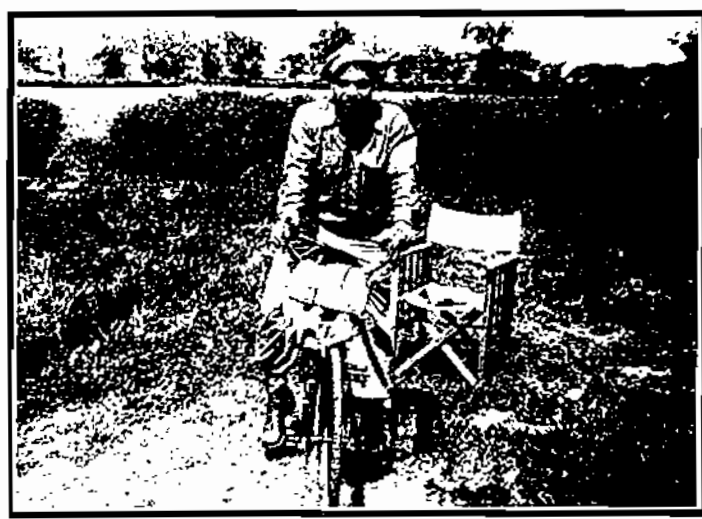
*From Bander back to FA Gas  
Link*

**The Early Days** *TWO WEEK LATER*

Ass't. Eng.	S/Sgt. Frederick W. Clark	11033143	<b>Ship 41-23699 LEMON DROP</b>
Radio Op.	M/Sgt. Benjamin F. Duke	6376260	<i>GAS LEAK - BACK TO US.</i>
Gunner	Sgt. Glen C. Pierson	39175146	Pilot
Passenger	Capt. Ralph H. Reigelman (G.Hq)	0-372488	1st Lt. Reginald H. Phillips
			0-435703
Passenger	Major James T. Posey (G.Hq)	0-20850	Co-Pilot
			2nd Lt. Wilmer J. Garrett
			0-727982
			Navigator
			2nd Lt. John C. Adams
			0-726963
			Bombardier
			2nd Lt. Robert A. LaFleur
			0-727351
			Engineer
			T/Sgt. Frank W. Gavin
			7001236
			Ass't. Eng.
			S/Sgt. Hylan V. Simmons
			12029962
			Radio Op.
			S/Sgt. Donald H. Ingram
			39164255
			Ass't. R.Op
			Sgt. Carl E. Cleland
			35401281
			Gunner
			Sgt. Henry G. Hayes, Jr.
			14058968



Captain Harry "Bull" Durham - Squadron Adjutant has Lieutenant Charles Cary - Pilot in a brace in our own front yard.



Sam Scrcni - Orderley was one of our originals.

## The Early Days



Laurence Warmuth, Robert Chant and Clyde Thomas.  
Aircraft Mechanics in front of the Red Cross Club.

John Diehl's Crew – Standing left to right:  
Herbert Light - Bombardier.  
Unknown.  
Louis Girard - Co-Pilot.  
John Diehl - Pilot  
Kneeling:  
Herbert Gentry - Engineer.  
Steven Sevick - Radio Operator.  
Milford Speer - Gunner.  
Clyde Carlton - Gunner  
Seated:  
Joe Ward - Gunner.  
Patrich McAtee - Gunner.

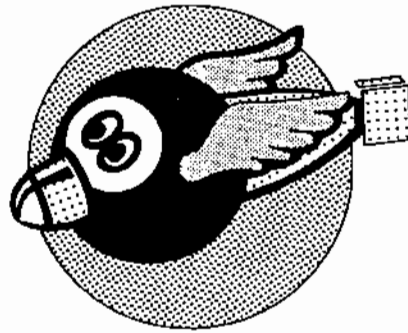


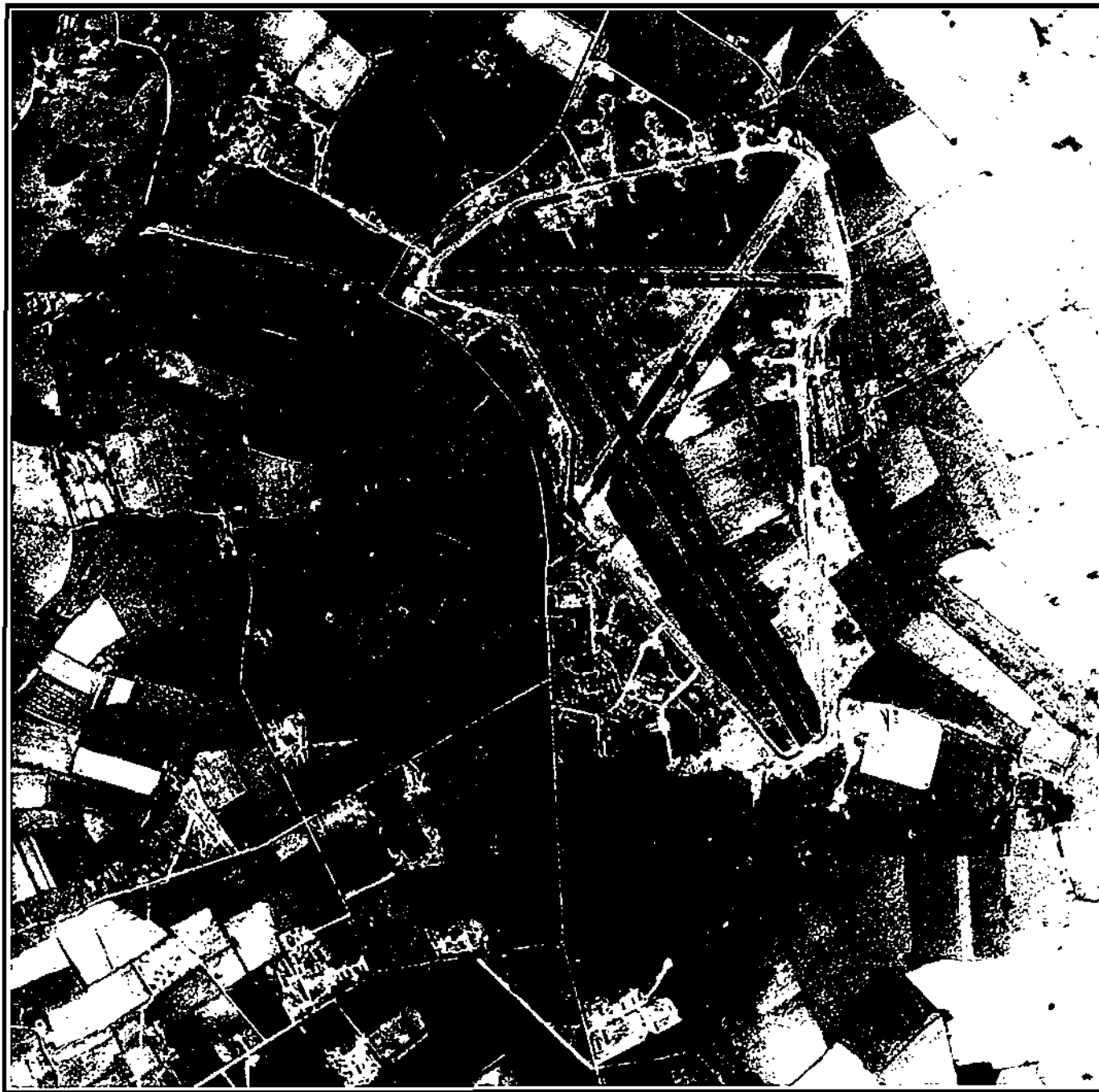
Jim O'Brien's Crew – Back row - Left to right:  
Unknown.  
Robert Billman - Engineer.  
Jim O'Brien - Pilot.  
Malcolm Howell - Co-Pilot.  
John Bledsoe - Navigator.  
Harold Van Oyen - Gunner.  
Front Row - Left to right:  
LeRoy Richwine - Gunner.  
Kenneth McCabe - Gunner.  
Norris Crisan - Bombardier.  
Robert Wright - Radio Operator.  
Edward Waite - Gunner.





CHAPTER II  
**OUR FIRST YEAR**





Shipdham Airdrome — Station 115. December 1943. The main runway was laid out east to west. The three hangers are just below the main runway and to the right. The 68th Squadron occupied the dispersals starting on the south side of the main runway and continuing around the end of the main runway and on down the north side for the next five or six dispersals. The living quarters as well as the Hospital and the Community Center was well dispersed south of the flight line.

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## CHAPTER II OUR FIRST YEAR

### OPERATIONAL

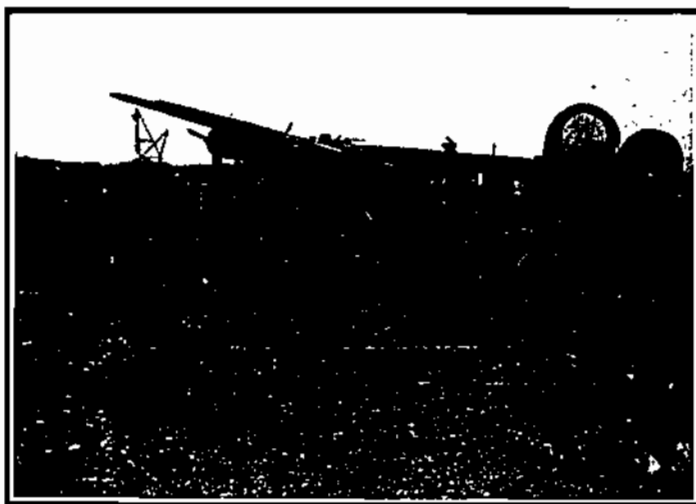
American flyers who began swarming into the British Islands during the summer months of 1942 brought to the air war a flamboyant style along with a controversial bombing strategy. Equally free with their money, their emotions and their opinions, they were the first Americans to inspire the celebrated British lament that the trouble with the Yanks is they are overpaid, oversexed, and over here.

Our projected strategy unsettled the British even more than our style. We proposed what the British believed was hopeless, to bomb Germany by day! The RAF had tried it and found it too costly. Night bombing was more effective and not as costly. Harris and his Bomber Command were convinced that the war would be shortened by many months if we were to join them in night bombing. Although cordial, they were very cool to the ideas that worked very effective in the clear skies of the United States, with no flak or enemy fighters; but, they said we would find things different over Germany.

General Hap Arnold had chosen General Ira Eaker to head up the 8th Air Force. Harris and Eaker struck it off from the start. By October, 1942, "Eaker's amateurs" had flown 13 missions against the Germans throughout France, Belgium, and Holland with the loss of only two bombers. One gunner estimated he had attended 65 briefings only to complete 15 missions. Eaker lost 100 bombers to the invasion of North Africa by the transfer of two groups, while the rest of his force was sent to blast the submarine bases in France. By the end of 1942 the daylight bombing effort was bogging down. Churchill remarked that the Americans had not yet dropped a bomb on Germany.

In January 1943, Roosevelt and Churchill met at Casablanca to plan the year ahead. A leak indicated that Churchill was going to push for the Yanks to join the RAF in night bombing. Arnold summoned Eaker for help with Churchill. Most of the arguments were old to Churchill but one phrase caught his eye. Eaker said, "By bombing the devils around the clock, we can prevent the German defenses from getting any rest." The Prime Minister declared, "Young man, you have not convinced me you are right, but you have per-

suaded me that you should have further opportunity to prove your contention." Daylight bombing was still alive and Eaker was to double his heavy bombers by May, and then again by year's end. A week later, the American bombers were to hit at Germany: Wilhelmshaven submarine works was first, followed by Bremen, Hamm, Vegesack and Kiel. The air war was brought home to Germany and with around the clock bombing (the RAF hitting them at night and the 8th Air Force hitting them in the daytime), Germany indeed would have very little time for rest.



The left side of "HAG MAG"  
during the unloading of luggage.

A mess hall was to be set up for the combat men of the group; as the 68th had the best mess when they were operating their own mess hall in the United States, it was logical that they should choose the mess personnel of the 68th Bomb Squadron. Lt. Woodruff became Mess Officer for the combat mess and M/Sgt. Marvill was Mess sergeant.

1st Lt. Cargile joined the squadron on the 14th of October, and on the 24th eighteen men were promoted. On the 25th Major Reed transferred to Headquarters—44th Bomb Group, and Lt. O'Brien became operations officer. On the 28th, 2nd Lts. Holmes, Erwin, DuBard, Landrum, Luxmenfeld, Perlowin, Poole, Thompson and Diehl were promoted to 1st Lts. as of October 6th. At this time twenty five enlisted men went to gunnery school to be better prepared for subsequent missions. On the 31st

## Our First Year

of October the squadron had fifty eight officers and two hundred and eighty four enlisted men. The combat crews spent this time doing practice mission training and in general getting acclimated to conditions over in this theater of operations.

1st Lt. Cramer was appointed Captain as of October 10th. On November 1st some of the crews received their first three day passes in the ETO and went to London to have a good time.

On November 6th the gunners returned from school and the squadron became operational.

The first flight over enemy territory was a diversion to Cape De La Hague on November the 7th, 1942. It was a feint to twenty miles north of Cape De La Hague and six ships of the 68th took part in it. Ship #786, piloted by Lt. Dubard, discovered technical failures, and returned to base. Other ships participating in this diversion were: #819 piloted by 1st Lt. O'Brien; #813 piloted by 1st Lt. Walter Holmes; #776 piloted by 1st Lt. Maxwell Sullivan; #800 piloted by Capt. Thomas Cramer; and #699 piloted by 1st Lt. Reginald Phillips.

On November 9th, 1st Lt. Wilkinson was promoted to Captain. Also on that day the 68th Squadron represented the whole group in a raid on St. Nazaire; the whole group put up five planes and they were all from the 68th Squadron. Five B-24s attacked the primary target from 17,000 feet at 1405 hours. Two crews claimed hits on the target. Two crews reported that their bombs fell in the southern end of the Dock area near the Lock Gates. Another crew reported bombs approximately two miles short of the target. The planes reported fires over the target area with heavy smoke billowing forth. The flak was intense at 8,000 feet (at which height the Fortresses were bombing but moderate heavy flak was present at 18,000 feet, height of the Liberator attack. Lt. Dubard flew in #786; Lt. Sullivan in #776; Lt. Norsen in #816; Lt. Holmes in #813; Capt. Cramer in #800, and Lt. Phillips in #699 the *LEMON DROP*.

On November 14th, four planes flew on a diversion flight to Selwy Bill: #816 piloted by Lt. Sullivan; #690 piloted by Lt. Nolan Cargile; #699 piloted by Lt. Phillips, and #813 piloted by Lt. Holmes participated on this flight which encountered no enemy resistance.

The 17th of November was the day for a raid on the Nanpertue-Cherbourg Airdrome. Five planes from the 44th Bomb Group participated and three were

from the 68th Squadron. They were: 1st Lt. Cargile in #784; 1st Lt. James O'Brien in #819; 1st Lt. Dubard in #786, and Capt. Cramer in #800, which turned back about halfway across the channel because of a jammed belly gun. No bombs were dropped because of solid overcast over the target and all planes returned without incident.

On November the 18th the Squadron flew another diversion from Start Point to Lizard Point and four planes participated. They were: Lt. Dubard in #786; Capt. Cramer in #800; Lt. Cargile in #776, and Lt. O'Brien in #819.

On the 26th of November, 1st Lt. LaCour was appointed Captain and on the 27th, 2nd Lts. Bass and Woodruff were promoted to 1st Lts. On the 29th, Lts. Durham, Sand, and Glettler were also promoted to 1st Lts.

On the 6th of December, 1942, the 44th Bomb Group was to bomb the Abbeyville/Drucat Airdrome and the planes took off in formation with the 68th leading the Group. The 66th and 67th Squadrons received orders from the fighters to turn back a few miles off the coast and did, leaving the 68th to go on alone as they did not receive the order to turn back. These planes, #800, #813, #786, #819, #699 and #816, accurately dropped 111 bombs on the target and jettisoned 20 over the target. The first flight was led by Plane #800 (Capt. Cramer), with #813 (Lt. Holmes) on the left wing, and #786 (Lt. James D. Dubard) on the right wing. The Second flight was led by plane #819 (Capt. James E. O'Brien) with #699 (1st Lt. Reginald H. Phillips) on the left and #816 (1st Lt. John H. Diehl) on the right. The formation was tight.

The six planes of the 68th Squadron were attacked by 30 FW 190s in waves of 2-3 at a time from dead ahead. Early in the encounter #4 engine of Lt. Dubard's ship was knocked out and #3 engine was damaged. This plane continued in formation for some time. It eventually appeared to be having trouble with #2 engine and it pulled off to the right and lost altitude. All the enemy fighters then proceeded to withdraw from the attack on the formation and concentrated their attacks on Lt. Dubard's ship. S/ Sgt. Charles Dick in the top turret and the Tail Gunner, Sgt. Donald M. Smith were seen to be doing an excellent job at manning their guns. Lt. Dubard was vainly endeavoring to start #3 engine.

The waist gunner of #816, whose gun was out of order at the time, observed the fire from Lt.

## Our First Year

Crew of *RUGGED BUGGY*, (2nd Crew after 1/27/43 when Reginald Grant, Bombardier and Manford Deal, Waist Gunner were killed and LeRoy Perolowin, Navigator and George Guilford, Waist Gunner had been injured).

Standing left to right:

Unknown.

Robert Billman - Engineer.

• Jim O'Brien - Pilot.

• Malcolm Howell - Co-Pilot.

John Bledsoe - Navigator.

Harold Van Oyen - Waist Gunner.

Kneeling:

• LeRoy Richwine - Tail Gunner.

• Kenneth McCabe - Top Turret.

Norris Crisan - Bombardier.

• Robert Wright - Radio Operator.

Edward Waite - Waist Gunner.



Crew of *BLACKJACK*.

Standing left to right:

Milford Speer - Tail Gunner.

Joe Ward - Waist Gunner.

Patrich McAtee - Waist Gunner.

Herbert Gentry - Engineer.

Steven Sevick - Radio Operator.

Clyde Carlton - Hatch Gunner.

Walter "Wormy" Nealon - Bombardier.

Sitting left to right:

Herbert Light - Bombardier.

John Diehl - Pilot.

Louis Girard - Co-Pilot.

George Kelley - Navigator.

Crew of *VICTORY SHIP*.

Standing left to right:

George Green - Waist Gunner.

Edward Bowden - Waist Gunner.

Michael Balzovich - Hatch Gunner.

Issac Fleaher - Radio Operator.

Samuel Deberry - Tail Gunner.

Tauno Metsa - Engineer.

Seated left to right:

Robert Stine - Navigator.

Tom Holmes - Pilot.

Donald Fribley - Co-Pilot.

Howard Klekar - Bombardier.



## Our First Year



Freddie Scheidegger fueling up *LEMON DROP*.  
*RUGGED BUGGY* can be seen in the background.

Dubard's plane strike one enemy aircraft which burst into flames and spun into the ocean. Shortly afterwards #786's guns hit another enemy aircraft and it too crashed flaming into the sea. A third enemy plane was seen hit, burning, and with part of the wing shot away it was claimed as a probable destroyed.

At this time the enemy ceased attacking #786. Then two of them attacked from dead astern and slightly below, holding their position, which was just below the range of the top turret, for some seconds.

The tail turret was seen to stop firing; pieces flew off and guns were dropped to their lowest position. The top turret also ceased firing and the plane dove toward the water. Before crashing, the pilot was able to pull up the nose on several occasions. But when the plane hit the water, the nose was down and it broke into flames. At the time it hit the water only the #1 engine was functioning.

This was the first loss of a plane and crew in operational flight for the 68th Squadron.

The complete crew of A/C 41-23786 was:

P	2nd Lt. James D. Dubard	0-410225
	Marked Tree, AR	
CP	2nd Lt. Henry B. Kaitala	0-727999
	Unknown, MN	
N	2nd Lt. Richard V. Somerville	0-727054
	Aliceville, AL	
B	2nd Lt. George A. Crawford	0-727320
	Bisbee, AZ	
E	S/Sgt. Charles S. Dick	31033519
	Ashland, KY	

AE	S/Sgt. Paul E. Beverly	18045226
	Windsor, VT	
RO	Sgt. William G. Mears	31020279
	<del>Wilcox, AZ</del> Windsor, VT	
ARO	Sgt. Anthony F. Rizzo	35292580
	Lancaster, OH	
TG	Sgt. Donald M. Smith	39094553
	Seattle, WA	
BG	Sgt. Robert F. Lilley	17035867
	Balcourt, ND	

MACR 2920

All the members of this crew were awarded the Silver Star and the citation follows:

Shortly after completing its bomb attack on the designated target in enemy occupied continental Europe and while in route to its home base, the formation of which this aircraft was a member was subjected to attack by an undetermined number of FW 190s. Ceaseless enemy gunfire concentrated on this aircraft resulted in putting three of the four engines out of commission and thereby forcing it out of precise formation. Immediately all enemy fighters withdrew from the attack on the main formation and in javelin formation concentrated their entire strength of attack on this crippled aircraft. With the pilot endeavoring to gain control of his plane and undergoing attack from every angle and consistently losing altitude, this crew ignoring the alternative of leaving their aircraft and probable safety, and realizing their fate in the face of overwhelming odds and the condition of their aircraft, courageously maintained their respective battle stations and succeeded through exceptional machine gun fire in destroying two FW 190s, which were seen to crash in flames into the channel, and badly damaging another which undoubtedly also crashed before they themselves were seen to crash in flames into the sea. This crew in their vain attempt to return their aircraft to friendly territory achieved a notable victory and displayed outstanding courage and spirit to their ultimate destruction.

#813, piloted by 1st Lt. Walter T. Holmes, was attacked by fourteen FW 190s from above, which turned for a direct level nose attack in waves of three or four, went over wing, and peeled off immediately into a thirty degree dive.

A 20 m.m. shell hit #813 and exploded right above the pilot's position wounding 2nd Lt. Robert L. Ager in the neck, head and shoulders. 1st Lt. Holmes received a severe head wound and Sgt. Samuel H.

## Our First Year

DeBerry received a wound in the knee. Although Holmes was bleeding heavily from his head wound, he managed to bring his ship and the crew back to base for a safe landing. He was awarded the squadron's first Distinguished Flying Cross for this act of heroism.

### 12 December 1942, ABBEYVILLE/DRUCAT AIRDROME, France

The Squadron sent seven planes on this mission and when they arrived over the target there was a thick cloud formation covering it. Rather than risk missing the obscured target and possibly destroying some helpful Frenchmen the planes turned back with their load of bombs. The planes participating were: #816 piloted by 1st Lt. John H. Diehl; #819 piloted by Capt. James E. O'Brien; #699 piloted by 1st Lt. Reginald H. Phillips; #800 piloted by Capt. Thomas Cramer; #690 piloted by 1st Lt. Nolan B. Cargile; #806 piloted by 1st Lt. Roy B. Erwin, Jr., and #788 piloted by 1st Lt. Maxwell Sullivan.

### 20 December 1942 ROMILLY SUR SEINE AIR PARK, France

The Romilly Air Park and Aerodrome is situated about two miles from Romilly Sur Seine, east of Paris. The Park held the reserve of aircraft of all types for the German Air Force (GAF) in France and the Low Countries. It also is used for repair and modifications of the GAF planes. Large stocks of extra parts were kept there.

Photographs taken after the attack showed a large hanger had received a direct hit and four medium hangars had been damaged. Considerable damage was done to barracks. Also a large number of bombs had fallen close enough to hangars, workshops, and shelters to cause serious damage by the blast. Large number of craters were made in the runways. There was no doubt that the Nazis were denied use of this depot for many months.

On this mission three planes of the Squadron released their bombs on the target and the results were good. #819, piloted by Capt. James E. O'Brien, dropped its bombs and made direct hits on a hangar. 2nd Lt. Reginald D. Grant was Bombardier.

#690, Piloted by 1st Lt. Nolan B. Cargile with P. Kielman, Bombardier, dropped his bombs, which fell near barracks and buildings, with some direct hits on buildings.

<sup>716</sup>  
#766 with 1st Lt. Sullivan at the controls dropped demolition bombs over the target. 2nd Lt. Albert W. Glass was the Bombardier and made nine hits on the target.

These planes were under attack by FW 190s. After crossing the French coast, the gunners drove the enemy off and the planes proceeded to the target, passing over ineffective heavy flak. Just before reaching the target, a second attack occurred by ME 109s and FW 190s, which were also driven off. The bomb run was made and the Group headed back for Shipdham without incident.

On December 21st, 1st Lt. John Clark was appointed to the rank of Captain, and 2nd Lt. Robert Dickens became a 1st Lt. On the 28th, 2nd Lt. Michael Neri became a 1st Lt.; on the 29th many enlisted men were promoted.



A wounded Jack Shelton - Radio Operator being helped out of the plane by the Medics.

### 3 January 1943 ST. NAZAIRE, France

The purpose of attacking this target, primarily a ship building and fitting-out port, was to disrupt the work going on, especially in the submarine shelters. There were normally a large number of submarines being built and fitted for Atlantic raids on Allied shipping. The 44th Bomb Group was assigned the destruction of the torpedo stores; this would seriously curtail the activities of the U-boats.

Thirteen ships took off from the base at Shipdham, four of which were from the 68th Squadron. These were: #806 piloted by 1st Lt. Roy Erwin;



#776 piloted by 1st Lt. Maxwell Sullivan; #816 piloted by Lt. John H. Diehl, and #690 piloted by 1st Lt. Nolan B. Cargile. #690 turned back due to an oxygen failure, and with four other aborts from the Group, eight planes, including three from the 68th, went on to the target.



Link Trainer Operator at Shipdham was chief artist and illustrator for the 44th insignia. Seen here visiting with Major Jim O'Brien.

The formation flew over to Nantes, encountering slight flak, but from this point until it passed over the French coast on the way back, increasingly heavy flak was encountered. The bombs were dropped short and to the left of the main area of the target, with but one surface vessel being hit.

The Fortresses which led the flight were attacked by enemy fighters, but the enemy did not attack the Liberators. The Liberators followed the Fortresses back to Lands End and continued on a NW route as gas getting low, they turned off in the vicinity of Templeton Air Field to land. Plane #776 and #816 landed at Templeton and #806 crash landed at Talbenny.

Statement of T/Sgt. Thomas Laskowski, radio operator on #806:

On January 3rd, 1943, plane #806 took off with the rest of the Group. The target was the submarine pens at St. Nazaire. Plane #806 proceeded to the target without incident, where the bombs were dropped. Our planes were on the tail end of the Fortress formation and, due to miscalculation of the leading navigator on the Fortress planes, deviation from the ordered route resulted. Planes turned in close to

Havodford West, Wales, as fuel pressure dropped. The Engineer, S/Sgt. Hylan Simmons checked the gas gauges and reported 45 minutes of flying left, so he suggested #806 head for a landing immediately. Lt. Roy Erwin found a field off in the distance and headed for it. As soon as the ship was pointed at the field, #1 and #2 engines cut out. In the meantime, Lt. Erwin held the heavy side up, and the plane was going along all right on two engines. Then #3 went out and the heavy side dropped; the plane went into a nose dive from about 600 feet. T/Sgt. Laskowski woke up in a hospital with two broken arms, a concussion, lacerations, contusions, and loss of two wisdom teeth from the opposite sides of his mouth. Lt. Erwin was badly injured and died two days later. Lt. Clark Swanson, the co-pilot, was killed instantly. Sgt. Lanville McCarty, thrown out of the top turret, received a broken arm, brain concussion and lacerations on his face. Lt. Thomas Davenport died in the hospital five days later, never having regained consciousness. Lt. John Gavin, with severe injuries, was in the hospital for four months, and finally went back to the States. S/Sgt. Hylan Simmons, in the bomb bay when the plane crashed, received a broken ankle. He was trapped and rescuers had to dig him out. Sgt. George Kelsey was badly shaken up. Sgt. Robert Reasoner, tail gunner, was knocked out of his G.I. shoes (although the laces were still tied); he was badly shaken up and had a bone chip in one of his heels. Sgt. Delbert Perry also was badly shaken up.

### 13 January 1943 DIVERSION OVER DUTCH COAST

This raid was changed into a Diversion flight at the last moment, and was uneventful. #800, piloted by Capt. O'Brien; #813 piloted by Lt. Diehl; #690 piloted by Lt. Cargile, and #699 piloted by Lt. Phillips, all participated.

On January 16, 2nd Lt. Carl Haworth and Eugene Vickery were assigned and joined the squadron. On January 17th, 2nd Lt. Ben Collier died in the hospital of pneumonia. The 19th of January was good news to enlisted members of combat crews as thirty of them were promoted, effective January 1st. On the 21st, 2nd Lts. Louis Girard and Robert Nicholson were assigned and joined the squadron.



## Our First Year

### 23 January 1943 LORIENT, France

Seventeen planes took off on this mission to bomb Lorient, France. Five planes were unable to locate themselves coming out of the overcast (which extended to 8000 feet) in time to make rendezvous at Start Point. The formation of twelve ships that made the rendezvous on time failed to find the B-17s. They then headed, as ordered, to the Secondary Target at Brest. Three more ships fell out and Col. Johnson ordered the formation to return to base, as it was too small to proceed over the Secondary Target. 1st Lt. Walter T. Holmes flew #813; 1st Lt. Maxwell W. Sullivan flew #776; Capt. James E. O'Brien flew #819; 1st Lt. Reginald H. Phillips flew #699, and Capt. Thomas R. Cramer with Col. Leon W. Johnson flew #800.

### 27 January 1943 WILHELMSHAVEN, Germany

The target, the submarine yard at Wilhelmshaven, was our first mission into Germany to impede the Nazi submarine effort on Allied shipping. The 68th sent out seven planes on this raid; they were: #690, #816, #776, #800, #819, #813 and #699. The formation released its bombs over Lennmer, near the Zuider Zee, and bombs landed on the town and in fields and marshes. This target was chosen because the formation was lost and this appeared to be a good target of opportunity.

Immediately after bombing, the formation was attacked by both ME 109s and FW 190s. There were about thirty five enemy planes. During an attack by a number of FW 190s on ship #819, 2nd Lt. Reginald D. Grant was killed by the explosion of a 20 m.m. shell. The same shell also seriously injured 1st Lt. LeRoy Perlowin, Navigator. Sgt. Manford S. Deal, right waist gunner; was killed by a .317 bullet. S/Sgt. George Guilford was also slightly wounded in his left leg.

About five minutes later an FW 190 broke off an attack on #800 and crashed out of control into the left wing of #690. Ship #690 went out of formation, and into a flat spin. One crew member was observed to leave the ship through a waist gun port and his parachute opened. Almost immediately, this ship started to disintegrate. The tail turret spun off, along with the rudder and stabilizer section and a large piece of the aft end of the fuselage. As the ship fell, both wings were seen to fall off.

A/C 41-23690, MACR R-1000 had the following men aboard:

P	1st Lt. Nolan B. Cargile Tulsa, OK	0-427211
CP	2nd Lt. Kenneth H. Moore Enid, OK	0-727249
N	Capt. Oscar H. Wilkenson Jackson, MS	0-426964
B	2nd Lt. Paul H. Kielman Missoula, MT	0-727349
E	T/Sgt. Saul Suskind New York City, NY	6979809
AE	S/Sgt. Verne C. Stewart Delta, CO	38148621
RO	S/Sgt. Michael Geriek Pittsburgh, PA	33038923
ARO	S/Sgt. Arthur A. Van Cleef Roselle, NJ	32385827
HG	S/Sgt. Paul M. Crane. Scranton, PA	13046804
TG	S/Sgt. Solomon I. Wise Chicago, IL	37135114

There were no survivors.

Ship #776 was attacked by two or three FW 190's, attacking from ahead and above. The #3 engine broke into flames and the plane dropped out of formation. Shortly afterwards, three men were seen to bail out, but only two chutes opened. Almost immediately after the men bailed out, the plane exploded and came apart in mid-air.

A/C 41-23776, *SPIRIT OF '76*, MACR 15459, had the following men on board:

P	1st Lt. Maxwell W. Sullivan Washington, DC	0-24058
CP	2nd Lt. Duane E. Nelson Deerfield, WI	0-728017
N	1st Lt. Raymond C. Lunnfield New York City, NY	0-789480
B	2nd Lt. Albert W. Glass Macon, GA	0-727333
E	S/Sgt. Frederick W. Clark Handon, CT	110331434
RO	M/Sgt. Benjamin F. Duke Clanton, AL	6376260
AR	S/Sgt. Harry L. Ottman Elmwood, WI	362368784
WG	S/Sgt. Glen C. Pierson Wallace, ID	391751464
HG	Sgt. Thomas W. Crook, Jr. Pittsburgh, PA	130403534

## Our First Year

TG S/Sgt. Phillip J. Bloomfield 20671594  
Troy, NY

Glass became a POW and survived the war.

#800 was attacked by an FW 190 slightly below at one o'clock. The FW 190 was fired upon by the Navigator, Lt. William Poole, and the enemy aircraft burst into flames and went into a dive. This plane was claimed as destroyed and credited to Lt. Poole.

Two minutes later ship #800 was attacked by another FW 190 coming in at 6 o'clock level. The top turret gunner fired several bursts into it and it was seen to burst into flames. T/Sgt. John W. Crump was credited with an enemy aircraft probably destroyed.

Ship #816 was attacked by an FW 190 at 12 o'clock level. The top turret gunner fired on this enemy aircraft and both wings came off the fuselage. This plane was claimed as destroyed by the top turret gunner, Sgt. Joe Ward.

Ship #800 was attacked by an FW 190, from one o'clock level, which came within 50 feet of the wing tip. The plane was seen to disintegrate. Sgt. Charles McMakin was credited with destroying this enemy aircraft which was reputed to have collided with #690.

Ship #816 was attacked by an FW 190 from 10 o'clock below. Right waist gunner Sgt. Herbert Gentry fired, and portions of the fin and rudder flew off. He was credited with an enemy aircraft damaged.

Another FW 190 attacked ship #813 from approximately 100 yards distance. Lt. Howard Klekar, Bombardier, fired approximately 100 rounds and saw tracers enter it. It peeled off and went down in flames. Lt. Klekar was credited with one enemy aircraft destroyed.

Three minutes later ship #816 was attacked by an FW 190 which came in from five o'clock above. Sgt. Joe Ward fired on this plane, which was seen to burst into flames and disintegrate. He was credited with destroying this plane.

At this time, #813 encountered the attack of an FW 190. The tail gunner fired several rounds at it and saw tracers enter the aircraft and bursts of flame come from it. Sgt. George L. Green was given credit for damaging this enemy aircraft.

The following men were wounded in action (hit by 20 m.m. shells):

Navigator 1st Lt. Leroy Perlowin 0-789499  
Philadelphia, PA  
Bombardier S/Sgt. George W. Guilford 14035289  
Hartford, AL

The following men were killed in action.

Bombardier 1st Lt. Reginald D. Grant 0-727334  
Thornston, GA  
Gunner S/Sgt. Manford S. Deal 36175723  
Williamsburg, MI

After the formation had released its bombs and was returning from the target area, A/C #776 was hit by a 20 m.m. cannon shell which resulted in an explosion. The A/C split in two and left the formation. By this time only two A/C remained in the second element. This attack occurred at 1153 hours.

At 1155 hours A/C #800 was attacked by an FW 190 from above at 1 o'clock. This A/C (enemy) went into a sitter position just off the right wing tip of A/C #800 and was followed by machine gun fire from the right waist gunner. As a result of this action, the EAC crashed into the left wing tip of A/C #690, which was flying #2 position in the leading element of the 68th Squadron. This collision demolished the EAC completely and tore off part of the left wing as well as the tail assembly of A/C #690. This EAC went into a flat spin and crashed.

Aircraft #816 made an attempt to form a better position with A/C #819. At about this time, an FW 190 made a 12 o'clock attack from above on A/C #819 and swung around between #819 and #816. This EAC was shot at by the right waist gunner who claimed this EAC as destroyed. As a result of this attack, A/C #819 received considerable damage by two .20 m.m. shells to the nose and fuselage. The Bombardier, Lt. Reginald Grant, was killed and the Navigator, Lt. Leroy Perlowin, was seriously injured. The gasoline tank to #2 engine was also hit by a 20 m.m. cannon shell and was seen smoking. This damage caused A/C #819 to lose altitude from the rest of the formation. This action occurred while the formation was about five miles off the coast of Holland.

At about this time four attacks by FW 190s followed from 1 o'clock above. During these encounters A/C #816 was flying alone about 300 yards behind the leading element of the squadron. There were only eight rounds of ammunition remaining in

## Our First Year

the right nose gun, and the bottom nose gun was inoperative. The navigator called the pilot and told him the seriousness of the situation. After realizing that his own aircraft was in difficulty, as well as A/C #819, Lt. Diehl, pilot of #816, decided to leave the rest of the formation and go to the assistance of #819 which apparently was in grave danger. Although A/C #819 was about 5,000 feet below the formation and off to the left, Lt. Diehl jeopardized his A/C in order to give protection to Capt. O'Brien's A/C #819, which would have been a complete loss, including the lives of the remaining crew members aboard. Capt. O'Brien's A/C had no protection from the nose or the tail guns, for both guns were out of action, and his A/C was in grave danger of attacks from twin engine bombers, which were hovering above, waiting for a possible attack on any stragglers.

Because radio communications was inoperative, Capt. O'Brien motioned to Lt. Diehl in A/C #816 to take the leading position. Lt. Diehl assumed that both the navigator and the bombardier in A/C #819 were injured, because neither were visible in the nose of the airplane. After examining the nose of the aircraft more closely with binoculars, it was concluded the nose had been hit with enemy fire and both officers were injured. A/C #816 took over lead position, and both A/C lost altitude to 8,000 feet.

Both A/C returned to the home base as the result of excellent navigation on the part of Lt. George Kelley who aided the pilots of the lone airplanes all the way across the North Sea. Lt. Kelley's outstanding performance of his duty cannot be over-emphasized. When both A/C reached a position 15 miles from the English coast, a formation of approximately thirty B-17s crossed over them, flying on a heading of 280 degrees. Both B-24s came in over the wash, losing altitude, and came under the clouds to home base.

*Phillips?*

**2 February 1943**  
**HAMM, Germany (Abortive)**

Too many planes experienced failures due to the intense cold and they all returned over the Dutch coast.

On February 6th, 1st Lt. John H. Diehl, Jr. was promoted to Captain.

There had been much difficulty with the buffer oil freezing and in general the oil in the machine guns froze and caused them to jam. A new type of oil was received and Major Norsen flew a plane to 36,000 feet

*LEMAN DROP 40,000*

to test under extreme conditions the behavior of the guns using this new oil. Something went wrong with the oxygen system and most of the men blacked out. Sgt. Henry Krutsch never recovered and he died as a result of the failure. He was awarded posthumously the Purple Heart.

*4316?*



41-24112 Captain and His Kids Rides Again with Robert Krueger. Transferred to the 389th B.G. on July 18, 1943

**15 February 1943**  
**DUNKIRK, France**

The target for this raid was the German Raider of the Tojo class, which was docked at Dunkirk, and was expected to be ready to slip out at any time to raid Allied shipping.

Seventeen planes took off from the base and rendezvoused with the 329th Squadron as ordered. Planes #800, with Capt. Thomas R. Cramer, #816, with Capt. John H. Diehl, and #813, with Capt. James E. O'Brien, participated from the 68th Squadron.

The formation crossed the English Coast and no EAC were encountered on the way to the enemy coast, nor prior to the bomb release point. The bomb run was long in order to make certain of scoring hits, as this target required bombing of the utmost precision and accuracy.

The target was hit with good results. The formation encountered enemy aircraft just after bombs were away with the 68th claiming three FW 190s as destroyed and one as damaged. In a crash-landing, A/C

## Our First Year

#800 was completely wrecked and three men are listed as Missing in Action, having bailed out over enemy territory. The balance of the crew was uninjured in the crash landing.

Wounded in action;

Gunner S/Sgt. James A. MacCammond, Jr. 11040993  
Darien, CT

Missing in Action: The following men parachuted from A/C #800 over enemy territory during fierce enemy A/C engagement:

Navigator	1st Lt. William A. Poole	0-789500
	Fayettesville, NC	
Bombardier	1st Lt. Robert K. Flynn	0-727327
	Blair, NE	
Engineer	T/Sgt. John W. Crump	35318179
	Nashville, TN	

The following is a narrative of Ship #800, (Captain Cramer) written by Captain Alfred C. Carr, Jr., Intelligence Officer of this Squadron who was later to become Intelligence Officer of the Group.

1400 hours— This ship took off in formation with other ships of the 44th Group.

1530 hours— This ship, along with other ships of the 44th Group, left the English coast.

1540 hours— At about this time, during the bombing run and before the bombs were released, this B-24 was hit by flak in #4, engine which was immediately feathered. The same hit crippled the bomb release mechanism, the hydraulic system, and portions of the oxygen system.

1543 hours— Three FW 190s, reported as painted gray with yellow noses, attacked in line astern from 9 o'clock. They were fired on by the left waist gunner, S/Sgt. William Gates, who continued to fire in bursts on the first of these until it was within a 100 yards. Parts of the engine were seen to fly from the EAC, the cockpit cover either fell off or was jettisoned, and the pilot was clearly seen struggling to get clear of his plane. The FW 190 fell away in a steep dive, out of control. The above statements are corroborated by the hatch gunner, Sgt. Lawson, and the right waist gunner, Sgt. Charles McMakin, who was looking over the left waist gunner's shoulder at the time. This EAC was claimed as destroyed.

1544 hours— The second FW 190 came in and was fired on at 1200 yards in short bursts. He came in to 300 yards and dove away smoking. The third FW

broke off his attack at some distance. During this attack some small holes, either from a 20 m.m. shell or from a machine gun, developed in the intake manifold of #2 engine. At about the same time, a 20 m.m. shell entered the cockpit, bursting just aft of the pilot, Capt. Cramer, who was protected by the armor plate behind him. At the same time two 20 m.m. shells entered the waist, one of which slightly wounded Sgt. James A. MacCammond, Jr., hatch gunner.

1546 hours— Two FW 190s attacked from 3 o'clock level at 1200 yards, coming in to 300 yards. They were fired on by the right waist gunner, Sgt. Charles McMakin. One of the EAC went down trailing smoke and the other broke away in a dive. No claim was made on either of these EAC. Shortly thereafter, #1 engine was seen to be burning. This was extinguished temporarily and #2 engine was feathered.

1600 hours— About mid-channel at about 8,000 feet, the third attack by three FW 190s, gray with yellow noses, occurred from 9 o'clock level. They opened up and the left waist gunner returned the fire at about 1,000 yards. They came in, both firing, to about 300 yards and broke off the attack. Just prior to this attack certain members of this crew observed Lt. Oliphant's ship, #794, at about their level with #2 engine burning and yawing badly. They report that these three FW 190s, just prior to attacking their own ship, finished off Lt. Oliphant's ship from the 67th Squadron. A moment or two later, #1 engine started to burn again. About this time Lt. Robert Flynn, the bombardier, went out on the catwalk and manually jettisoned the bombs. The exact time is not known to the other members of the crew, but it appears that Lt. Flynn, Lt. William Poole, and T/Sgt. John Crump bailed out by way of the bomb bay shortly thereafter. Members of the crew of Lt. Diehl's ship reported seeing these men bail out and their parachutes open immediately after the bombs were out.

1615 hours— It became apparent to Capt. Cramer that his ship would have to crash-land, and he made for the beach. He succeeded in crash-landing on the beach ten to fifteen yards from the water's edge. The members of this crew, other than the three who bailed out, were uninjured other than minor bruises. The landing was made without flaps or landing gear, because the hydraulic system had been rendered inoperative. The crew climbed out and extinguished the fire in #1 engine. To date, the bodies of Lt. Poole, Lt. Flynn and T/Sgt. Crump have not been recovered.

## Our First Year

The escape of the remaining members of this crew would not have been possible except for the courageous and level headed work of all concerned. Particular mention is due Lt. Flynn for clearing the bombs from the crippled aircraft, Capt. Cramer, for his skill and coolness in piloting the A/C, and Capt. Diehl and his crew of #816, who, as soon as they perceived the plight of Capt. Cramer's ship, left the relative safety of a large formation to protect it. Had Capt. Diehl not come to his assistance, it is extremely doubtful whether Capt. Cramer's crew would have been able to fight off successfully the attacking enemy aircraft.

At 1516 hours, Ship #816 was attacked by an FW 190 just off the French coast which attacked from slightly above 9 o'clock. When the enemy plane was at 600 yards, the top turret gunner, T/Sgt. Joe F. Ward, fired and saw his tracers enter the ship. The EAC went down smoking. This was claimed as damaged by Sgt. Ward.

Almost immediately after this, another FW 190 attacked the plane. It came in above the left wing at 10 o'clock. It dived in under the belly of the B-24 and then came up to a position about 150 yards from the right waist gunner. The left waist gunner, Sgt. Patrick H. McAtee, fired on this airplane and the right waist gunner also fired and saw his tracers enter it. The FW 190 descended in flames. The destruction of this EAC was credited to S/Sgt. Herbert H. Gentry.

A minute later an FW 190 came in at 9 o'clock slightly above. The left waist gunner first fired when the ship was about 800 yards away. The EAC came in to 200 yards where the left waist gunner saw his tracers enter it. The enemy then passed beneath the tail of #816, where it was seen by right waist gunner, S/Sgt. Herbert H. Gentry, to descend in flames. This plane was claimed as destroyed and credited to the left waist gunner, Sgt. Patrick H. McAtee.

On February 15th, 2nd Lts. Adams, Ager, Bledsoe, Flynn, Garrett, Houston, Howell, Hughes, Jansen, Kelly, Klekar, LaFleur, Light and Stine were appointed 1st Lts., effective 6 February 1943.

16 FEB. ST. NAZAIRE ?

23 February 1943  
NAZAIRE, France.

The 68th did not put up any airplanes for this mission.



Art Wilson and Pappy Hill a couple of Crew Chiefs at rest.



Charlie Deurell an RAF transfer with Frank Davido our Operations Officer.



Captain Tom Cramer awarded the DFC April 28, 1943.

**26 February 1943**  
**WILHELMSHAVEN, Germany**

The 44th put up 9 planes that proceeded to the target: the city of Wilhelmshaven and its dock installation. #813, with 1st Lt. Walter T. Holmes and Howard R. Klekar, bombardier, dropped its bombs on the city of Wilhelmshaven. #699 *LEMON DROP* dropped its bombs on slips in the north west corner of the harbor. 1st Lt. Reginald H. Phillips, pilot, and 2nd Lt. Robert A. LaFleur, bombardier, participated.

The reason for the many attacks on #813 and #699 was that they were protecting Lt. Miller's ship, #811, which was crippled and fell out of the formation. The pilots of #813 and #699 dropped down to protect #811 although they knew they would suffer increased fighter attacks.

T/Sgt. Frank W. Gavin is credited with one FW 190 destroyed. Ship #699 was attacked by an FW 190 from 1 o'clock above, in the vicinity of Wilhelmshaven. It was fired upon by Sgt. Gavin in the top turret at a distance of from 400-500 yards. At 0630 position it was seen to burst into flames and go down. This is confirmed by the right waist gunner, S/Sgt. Jack O. Banta. About forty minutes later, ship #699 was attacked again. It was attacked from 1 o'clock above by an ME 110. It was first hit by the right waist gunner, Sgt. Jack O. Banta, at approximately 100 yards. S/Sgt. Henry G. Hayes, tail turret gunner, also fired at this EAC which came out at 5 o'clock. The EAC was seen by the tail turret gunner to fall out of control and hit the water. This was also confirmed by the left waist gunner, Sgt. James M. Garrard. The enemy aircraft is claimed as destroyed, and credited to the tail turret gunner, S/Sgt. Henry G. Hayes. At that time ship #813 was attacked by two ME 110s between 0630 and 0700 above. The top turret gunner, T/Sgt. Tauno I. Metsa, started firing on the EAC at 650 yards and continued firing on it until about 150 yards. Toward the latter part of the attack the enemy plane was so low that the top turret gunner called through the inner phone to the pilot to pull up the nose, which he did. The starboard engine of the ME 110 burst into flames and the plane fell into the sea. It was seen to hit the water by S/Sgt. Patrick H. McAtee, tail gunner. 2nd Lt. Robert J. Stine, navigator, confirms the fact the ME 110 was diving straight down with the starboard engine on fire, but he lost sight of it before it hit the water. This EAC was claimed as destroyed and was credited to the top turret gunner, T/Sgt. Tauno I. Metsa.

Ten minutes later ship #699 was attacked by

an ME 110 from 6 o'clock. This EAC attacked level with the plane at 500 yards. It was fired on by the tail gunner S/Sgt. Henry G. Hayes, and while firing at it, #699 was hit by two 20 m.m. shells. As this EAC came within 200 yards of the tail turret gunner, it burst into flames and went down. This EAC was claimed as destroyed and credited to the tail gunner, S/Sgt. Henry G. Hayes.

**27 February 1943**  
**BREST, France**

The target on this mission was the port of Brest, where there were submarine shelters and dry docks capable of handling any ship in the German Navy. Two planes from the 68th flew over the target and dropped their bombs. The bombing was generally unsatisfactory, but #774, piloted by Capt. James E. O'Brien, hit the corner of the locks and a dock. #813 dropped its bombs, aimed by Lt. Howard R. Klekar, on buildings and warehouses near the docks. Lt. Walter T. Holmes was the pilot.



Nose damage to A/C 41-23699, *LEMON DROP*.  
Note the twin fifties mounted prior to the Low Level  
attack on Ploesti on August 1, 1943.

**4 March 1943**  
**FRISAN ISLAND (Diversion)**

Nine aircraft took off on this diversion for a Fortress attack on Hamm. Three of the planes were from the 68th squadron. They were: #816, piloted by 1st Lt. Walter T. Holmes; #699, piloted by Captain Robert A. Norsen; and #774, piloted by Capt. James E. O'Brien. The flight was uneventful and no action was encountered.

**6 March 1943**  
**BREST, France**

Once again the target was the dock area in Brest, France. Four out of ten aircraft on this mission were from this squadron. A/C #816, Capt. John H. Diehl, pilot, was attacked prior to the bomb run, but the attack was ineffective. Capt. Diehl's plane dropped its bombs to the left of the target but they were good hits. #699, *LEMON DROP*, was flown by Capt. Thomas R. Cramer; #813, *VICTORY SHIP*, was flown by 1st Lt. Walter T. Holmes; #774 was flown by Capt. James E. O'Brien. All dropped their bombs and hit the naval storehouses and other buildings.

Many of the enlisted men were promoted and the Squadron was operating very smoothly. Especially praiseworthy at this time was the excellent work the ground crews were doing in keeping the planes flying despite the raw wintry weather. Many a night the ground crew would be working all night so that, should the weather permit, our squadron would fly against the enemy.

**8 March 1943**  
**ROUEN, France**

This target was the marshalling yards situated on the west bank of the River Seine, south of Rouen. These important yards are one of the largest in northern France; its facilities extend for three miles. This marshalling yard is of great importance because it is a focal point for traffic to and from the northern Channel ports and the West of France. In addition, Rouen is an active inland port and the success of this bombing would disrupt the flow of war materials.

Nine B-24s of the 44th Bomb Group left the base at 1203 hours, rendezvoused with the 329th Squadron (93rd Group) at 8,000 feet, and proceeded to Beachy Head. (Captain James E. O'Brien, flying 774 with Major Posey as Command Pilot, turned the lead over to Captain Clyde Price of the 67th so O'Brien could return to base with a sick waist gun-

ner, John Husselton.) After transferring Husselton to the waiting ambulance on the runway at Shipdham, Posey and O'Brien took off again with a nine man crew and caught up with the formation as it crossed the channel. They were not able to take over the lead; however, they tacked on the coffin corner before entering the French coast over St. Valery at 22,500 feet at 1331 hours. As the formation approached Rouen, they encountered a strong FW 190 formation of 30 to 40 EAC, which attacked head-on. Spitfires, and, for the first time, P-47 Thunderbolts flew air strikes against airfields ahead of our mission. Unfortunately, the American fighters encountered heavy opposition, leaving the Liberators unprotected. In the ensuing battle, the 67th lost two A/C due to the attacks pressed home by the FW 190s: Captain Price in A/C 41-23784, and Lt. Robert Blaine in A/C 41-23988. The bombs were dropped north of the briefed target on targets of opportunity. Seven B-24s returned to base at 1510.

Of the nine planes to participate in this raid, A/C #774, piloted by Capt. James E. O'Brien, and A/C #816, piloted by 1st Lt. John H. Diehl both from the 68th, accounted for six enemy planes destroyed.

The narrative of these encounters follows:

Ship #816, *BLACK JACK*, was attacked by an FW 190 from below at 1030 o'clock. This EAC was fired upon by 1st Lt. George J. Kelley, Navigator, manning the left nose gun. This FW was hit at 125 yards and was seen to burst into flames by T/Sgt. Clyde W. Carlton, rear hatch gunner.

The destruction of this EAC was credited to 1st Lt. George J. Kelley.

An FW 190 attacked A/C #816 from directly below. The rear hatch gunner, T/Sgt. Clyde W. Carlton, started firing at this aircraft at approximately 500 yards. When the EAC was within 100 yards, it burst into flames, turned over, and was seen by the tail gunner, Sgt. Milford L. Spears to go down spinning. Destruction of this EAC was credited to T/Sgt. Clyde W. Carlton.

At about this time, #816 was attacked by an FW 190 from 3 o'clock below. This FW was fired upon by the right waist gunner, S/Sgt. Herbert H. Gentry, to a distance of 600 yards, when the EAC was seen to disintegrate. Remnants of this plane were seen to fall by T/Sgt. Carlton, rear hatch gunner. This EAC was credited as destroyed by S/Sgt. Herbert H. Gentry.



While the other gunners were very occupied during this attack on #816, three FW 190s came in from 6 o'clock below. Two of the FWs turned off to the right and one continued to come in. At a distance of 700 yards it was fired on by the tail gunner, Sgt. Milford L. Spears. It disintegrated at approximately 200 yards. The destruction of this EAC was credited to Sgt. Spears.

Ship #774 was also attacked by an FW 190 that came in from 1 o'clock. M/Sgt. Norius Crisan, Bombardier, fired on it at 1000 yards. When the FW was at a distance of about 600 yards it burst into flames which completely enveloped the fuselage, and the EAC fell toward the ground. This is confirmed by the Navigator, Lt. John D. Bledsoe, and is claimed as destroyed by M/Sgt. Norius Crisan.

#774 was attacked again, two minutes later from 8 o'clock, by an FW 190. The left waist gunner, Sgt. K.C. McCabe, fired on the EAC from about 800 yards. When the FW was at 200 yards it burst into flames and dived earthward. This was confirmed by the right waist gunner, Sgt. Adolph Brzozowy.



Reginald "Bud" Phillips - one of our original pilots, flew the LEMON DROP until he completed his tour on August 22, 1943. Three weeks later he was transferred to the 14th Combat Wing where he finished his overseas assignment.

**12 March 1943**  
**DUTCH COAST DIVERSION**

The 44th sent out six planes on this flight, two of which were from the 68th Squadron. They were #699, piloted by 1st Lt. Wilmer J. Garrett, and #816, piloted by Capt. John H. Diehl.

**13 March 1943**  
**DUTCH COAST DIVERSION**

#774, piloted by 1st Lt. Malcolm C. Howell, and #816, piloted by Capt. John H. Diehl participated for the 68th on this flight.

2nd Lt. Louis Girard was promoted to 1st Lt.

On March the 16th, we received two complete crews, which were the first replacement crews since arriving overseas. 1st Lts. David Alexander and Robert J. Lehnhausen; 2nd Lts. Robert L. Fisher, Allen G. Bargeman, Willie B. Weant, Robert C. Peterson, George E. Hulpiaw, F/O Sidney R. Bolick; T/Sgts. Bill G. Gearhart, Louis M. Petrie, William G. Morton, Don L. Hart; S/Sgts. Michael J. Balazovich, James M. Goza, David G. Bernstein, Andy J. Tenosky, Alfonse J. Terwey, and Pvt. James A. Dick were assigned and joined the squadron. These men were all assigned to combat duty.

**17 March 1943**  
**DUTCH COAST DIVERSION**

This flight was accomplished without incident by #699, piloted by 1st Lt. Wilmer Garrett, #774, piloted by William D. Hughes, and #816, piloted by John H. Diehl.

**18 March 1943**  
**VEGESACK, Germany**

Three planes from the 68th participated in this mission. They were 1st Lt. Walter T. Holmes, flying #699; Capt. Thomas R. Cramer, flying #774; and Capt. John H. Diehl, flying #816.

Before coming to the target, #774 was attacked by an ME 109 from 0830 o'clock level. It was fired on by the left waist gunner, Sgt. Corwine C. Huff, at 600 yards. The EAC began smoking at 90 yards, banked off to the left, burst into flames, and fell off to its left. The right waist gunner, Sgt. Adolph Brzozowy, saw this EAC going down in flames.

Six minutes later, #699 was attacked by an FW 190, with a yellow nose and wing tips, from 1130



## Our First Year

o'clock. The left waist gunner, S/Sgt. Jack O. Banta, began firing at this enemy airplane at a distance of 200 yards. He continued to fire until the EAC was seen to go down at 0630 o'clock in an uncontrollable spin. It was seen to hit the water by the rear hatch gunner, Sgt. Oran J. Taylor. Credit was given to S/Sgt. Jack O. Banta for destroying this enemy aircraft.

Shortly thereafter, ship #816 was attacked by an ME 110, painted black, from 6 o'clock below. This attacking enemy aircraft flew under the belly of #816 and it was the impression of the gunner on #816 that the enemy was attacking some other plane in the formation. The rear hatch gunner, S/Sgt. Clyde W. Carlton fired at 200 yards and followed the EAC as far as he could. He saw a great number of tracers enter the ME. This plane was scored as damaged. Credit was given to S/Sgt. Carlton.

Five minutes later, #816 was attacked from two directions by an ME 110 and an FW 190. The ME 110 came in from 0230 above. It was fired on by the top turret gunner, T/Sgt. Joe F. Ward, and the right waist gunner, S/Sgt. Herbert H. Gentry. Both these men saw this ME take a great deal of fire from their own guns and also from the gun manned by M/Sgt. Norris Crisan, bombardier on #774. The right engine of the enemy plane burst into flames, appeared to explode, and fell away. T/Sgt. Joe F. Ward was credited with destroying this plane.

The FW 190 came in at 8 o'clock low. It was fired on by S/Sgt. Patrick H. McAtee, left waist gunner, who continued firing until the enemy aircraft was within 200 yards. A parachute was seen to come out of this fighter. The destruction of the FW 190 is credited to S/Sgt. Patrick H. McAtee.

Five minutes after bombs were away, #774 was attacked from 3 o'clock level by an FW 190. Sgt. Adolph Brzozowy, right waist gunner, fired a considerable number of bursts into the enemy aircraft which burst into flames at 200 yards and peeled off in a flat spin. This EAC was credited to Sgt. Brzozowy as destroyed.

Ship #699 was attacked by an ME 110 from 1130 o'clock high. It was fired upon at 500 yards by T/Sgt. Frank Gavin, top turret gunner. When the enemy aircraft was at approximately 8 o'clock, it rolled on its back, and the canopy of the cockpit fell away. It then went into an uncontrollable spin. Because bullets were seen entering the cockpit of the EAC after the canopy came off and because of the type of spin, it was believed the pilot was killed. T/Sgt. Gavin was credited with a probable.

Ship #816 was attacked by an FW 190 from 12 o'clock level. It was picked up by 1st Lt. Herbert Light, bombardier, who continued to fire until the enemy aircraft came directly below the wing of A/C #816 at less than 50 feet. The covering was observed to peel off the wing in large strips. The fuselage was so shattered that the observers expected it to come apart. Then the wing collapsed and the FW fell into the water. This destruction of the FW 190 was credited to the bombardier, Lt. Herbert Light.

#774 was attacked by an FW 190 from 0130 o'clock below. Sgt. Adolph Brzozowy, right waist gunner, fired about sixty rounds at 500 yards. The EAC burst into brown smoke, and large flames were seen emitting from the fuselage. The EAC went into a spin and was seen going down, apparently out of control. This EAC was claimed as a probable by Sgt. Brzozowy.



Webb Todd, Don Ford and Matty Bodak  
Aircraft/Bicycle Mechanics

## Our First Year

### 22 March 1943 WILHELMSHAVEN, Germany

Three planes from the 68th participated in this mission on the dock and U-boat facilities at Wilhelmshaven. They were #813, 1st Lt. Walter T. Holmes, pilot, and 1st Lt. Howard R. Klekar, bombardier; #699, Capt. Robert A. Norsen, pilot, and 1st Lt. Robert A. LaFleur, bombardier; #819, Capt. James E. O'Brien, pilot, and M/Sgt. Norris Crisan, bombardier. The bombing was very accurate and most of the bombs were dropped on the target area. Capt. O'Brien had a habit of ducking his head and shoulders and this habit saved his life as two bullets went from the windshield into the wood partitions where his head had been and ordinarily would have been.

About half an hour before bombs were away, ship #699 was attacked by an FW 190 from above at 0130 o'clock. T/Sgt. Frank Gavin, the top turret gunner, started to fire at 500 yards. This EAC then skidded forward and whipped over, out of control. This FW was claimed as destroyed by T/Sgt. Gavin.

Five minutes prior to bombs away, #819 was attacked by four ME 109s from 1030 o'clock high. One of the EAC peeled off from the formation of four, who were flying level with our formation, but out of range. They came in, one after another, about 100 yards apart, firing from 1,000 yards on in to 100 yards. One of the EAC was fired on by the top turret gunner from 1,000 yards on in to about 500 yards, and he observed some hits. At about 500 yards it was fired on by the navigator, Lt. John D. Bledsoe. The EAC went under #819 with both engines smoking and with flames trailing along the edges of the wings, and went out of view. It was claimed as probably destroyed by Lt. Bledsoe.

Immediately after the bombs were dropped, #819 was attacked by an ME 110 from 0230, low. It was fired on by the right waist gunner, S/Sgt. Adolph Brzozowy, who fired one long burst and several short bursts from 700 to 200 yards, and saw tracers enter the right engine of the EAC. The ME peeled off and went down in a spin, smoking. At about 1,000 feet above the water, it burst into flames and broke into pieces over the water. S/Sgt. Brzozowy was credited with destroying this EAC.

Shortly thereafter, #699 was attacked from 1100 o'clock above by two ME 110s. One came in above the wing and was fired upon by the top turret gunner, T/Sgt. Frank Gavin. Its left engine was seen to break into flames. The other EAC came in below the wing of #699 and it was fired upon by the left

waist gunner, S/Sgt. Jack O. Banta. The left engine of this EAC was also seen in flames. These two planes were claimed as probably destroyed, one each by Gavin and Banta.

Two minutes later T/Sgt. Gavin definitely destroyed an ME 110 which came in from 1100 o'clock above. He started firing at about 300 yards until the enemy came to within 50 feet, when it burst into flames and went down out of control, the wings having fallen off. T/Sgt. Gavin was credited with destroying this ME 110.

### 28 March 1943 ROUEN, France

This mission was recalled because of heavy cloud formation over France. Three planes participating from the 68th were #816, 1st Lt. Rowland B. Houston; #813, 1st Lt. George R. Jansen; and #699, Capt. James E. O'Brien.

On March 31st, 2nd Lts. Russell C. Lehr and Irwin Mervis were appointed 1st Lts. as of 21 March.

### 31 March 1943 ROTTERDAM, Netherlands

This target was an important shipyard for the fitting out of U-boats and the repairing of merchant vessels. The 68th dispatched four planes. Lt. Jansen, pilot of #813, had trouble with the shimmy-dampers of the nose wheel and the crew changed to A/C #014. He took off sixty eight minutes after the formation, could not catch up, and had to return. 1st Lt. Wilmer J. Garrett, pilot on #699, brought the ship up to 15,000 feet and into formation. The ship was caught in the prop wash which forced the ship from the formation at a violent angle. This spilled the gyro instruments and the ship went down spinning. Lt. Garrett righted his ship after it had fallen approximately 4,000 feet and landed, due to possible damage to the tail structure.

Capt. James O'Brien, pilot of #068, flew his plane with the formation, but had difficulty with flying due to the elevators being frozen. He reached the target, but because of the 10/10ths cloud cover, the bombs could not be dropped. 1st Lt. Rowland B. Houston, pilot of #816, brought his plane back from the target and had to circle the field for some time, as the nose wheel was locked up. It finally was lowered manually and he made a good landing.

Lt. Robert J. Nicholson was transferred to the 2nd Bomb Wing today.

## Our First Year



Earle "Slim" Summers, John Zarnosky, Don Ford, Sammie Fulford and Barton Cramer all from Flight-C, Engineering Department. Ready to head for the Chow Hall.



One of our early ground crews.  
Back row - left to right:  
Chester Wolfe, Clyde Thomas and  
Charlie Pigg (Crew Chief).  
Bottom row - left to right:  
Alvin Vaughn, Laurence Warmuth,  
Ed Guronkas and Freddie Scheidegger.



Tom Holmes, George Jansen, Rowland Houston, and Malcolm Howell in January 1943. Malcolm Howell lost his life at Kiel, Germany on May 14, 1943 and Rowland Houston lost his life at Ploesti on August 1, 1943.



Sammy Fulford - Aircraft Mechanic

**TESTING THE WATER**

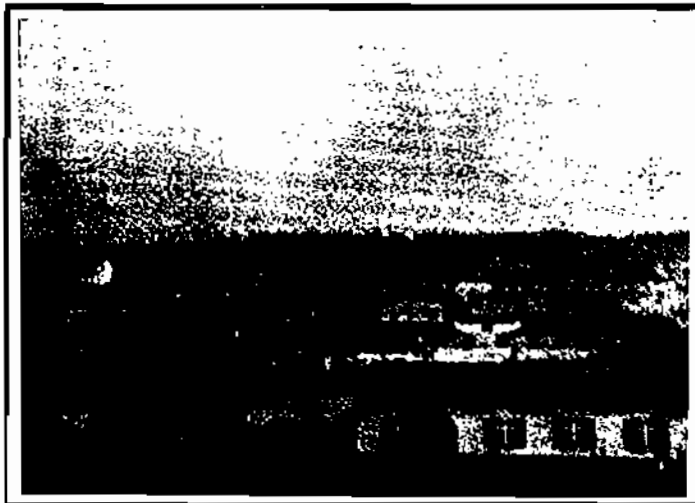
**4 April 1943  
DIVERSION TO DUTCH COAST**

The 68th put up four ships for this sweep. They were #225, piloted by 1st Lt. Rowland B. Houston; #699, piloted by Major Francis MacDuff; #813, piloted by Capt. Robert A. Norsen, and #819 piloted by Capt. James E. O'Brien. All details went off according to plan and the flight was uneventful.

**5 April 1943  
ANTWERP, Belgium**

The target for this mission was the factory making spare parts for captured American vehicles. Fourteen planes from the 44th Bomb Group took off, and eleven attacked the primary target. This was the first operational mission for the Group's new addition, the 506th squadron.

#225, 1st Lt. Rowland B. Houston, dropped its bombs on the target. Lt. Allen G. Bargeman was the bombardier. The plane was attacked by an FW 190 which was fired at by the top turret gunner, T/Sgt. Joe F. Ward, and then by the left waist gunner, T/Sgt. Clyde W. Carlton. Carlton fired two bursts at it and saw it go down in flames. T/Sgt. Carlton was credited with destroying this enemy aircraft. #819, Capt. James E. O'Brien, flew to the target without incident, and bombardier M/Sgt. Norius Crisan dropped the bombs on the target. Sporadic attacks were made by enemy fighters but no claims were made by this crew.



Stalag 7A, Moosberg, Germany. This picture was taken from the Guard Tower. The POW's name for a Guard Tower was "Goon Box".

#699, 1st Lt. Wilmer J. Garrett, flew over the target, and the bombardier, Sgt. Oran J. Taylor, dropped his bombs on the target.

On April 10th, 1st Lt. William C. Dabney and 2nd Lt. Coleman S. Whitaker were assigned and joined the squadron.

On the 12th, Sgt. Louis Rabesa and Cpl. Herbert Hedinger were transferred to the 506th Sqd.

On the 13th of April, Major MacDuff was relieved of command and transferred to Orlando, Florida. Captain James O'Brien assumed command of the 68th squadron.

**16 April 1943  
BREST, France**

Once again the target was the dock area of Brest, France. Eleven planes of the 44th Bomb Group attacked this target. Capt. John H. Diehl flew the Lead ship and Lead bombardier Lt. Robert A. LaFleur dropped his bombs right on target. #813, Lt. Walter Holmes, dropped nine bombs on a dry dock and the balance within the target area. #699, Lt. Wilmer J. Garrett, dropped its bombs in the target area. #819, Lt. George R. Jansen, also dropped its bombs in the target area.

Considering the smoke screen that the Nazis surrounded the target with, the bombing was very good. Flak was heavy and enemy aircraft was plentiful, but all the planes returned to base safely.

No further missions were flown this month but lots of practice flying was scheduled for the entire Group.

On April 20th, 1st Lt. William C. Dabney, Navigator, was transferred to the 67th Bomb Squadron. On the 23rd of April, Flight Officers Donald E. Fribley and Homer S. Gentry joined the squadron.

**1 May 1943  
DIVERSION TO LIZARD POINT**

Lt. George Jansen in #009; Lt. Wilmer Garrett in #094; Lt. Reginald Phillips in #699; Lt. Walter Holmes in #813; Capt. John Diehl in #816, and Lt. Rowland Houston in #819 flew this diversion flight to Lizard Point. Pvt. George Villela joined the squadron today.

On the 2nd, Sgt. Charles C. Busby was transferred to the 506th Squadron.

**4 May 1943  
FORDNESS TO NORTH FORELAND  
DIVERSION**

Lt. Reginald Phillips in #699; Lt. George R. Jansen in #009; Lt. Wilmer Garrett in #225, and Lt. Walter Holmes in #813 participated in this diversionary flight without encountering the enemy.

On the 7th of May the Squadron Commanding Officer, Capt. O'Brien, was promoted to Major, effective April 28th. On May 8th, Lt. Leonard Ludwick was assigned to the squadron as Bombsight Officer.

On May 13th there were additional promotions for officers of the Squadron. 1st Lt. Jack W. Bass was appointed Captain as of the first of May.

**14 May 1943  
KIEL, Germany**

The 8th Air Force wanted to reintroduce the incendiary bomb as an addition to the high explosive bombs. This target was chosen to provide this mix of bomb load. All the Forts were loaded with high explosive bombs and the 44th was to carry the incendiaries. We would follow the Forts and bomb at a lower elevation. Twenty one planes from the 44th Bomb Group were dispatched to attack the Krupp submarine building works at Kiel, Germany. Six of these planes were from the 68th squadron. The 44th Group were the only Liberators on this mission. We followed 125 Fortresses to the target. This proved to be a memorable day for the 44th Bomb Group as it was awarded its first Distinguished Unit Citation. The flak was extremely heavy and swarms of EAC rose to do battle. The official EAC score for the Group was 21 EAC destroyed, 13 probably destroyed and 1 damaged.

The shorter trajectory of incendiaries meant the Libs would have to hold the bomb run for an additional two miles after the Forts had released. We would have to open up our formation to keep the incendiaries from the leading planes from striking the planes further back in our formation. This open formation reduced our concentrated fire power and invited the enemy fighters to focus all their fire power on the B-24s. This provided the setting for the biggest air war in European skies to date, as well as going a long way in proving the concept of daylight bombing in this theater of operations.

#699, with Lt. Rowland Houston, carried high explosive bombs, and they were dropped in the target

area by the bombardier, Lt. Allen Bargeman. T/Sgt. Frank E. Cross, top turret gunner, brought down an FW 190 which came in from 3 o'clock. He was credited with a probable.

An enemy aircraft was attacking the right wing ship, #009, from above. Sgt. Patrick McAtee saw that the tail guns of #009 were not firing and he fired at this EAC from a distance of 600 yards to within 200 yards when the EAC broke off into a spin and went down in a mass of fire. Sgt. McAtee was credited with destroying this enemy plane.

#009, piloted by Lt. George R. Jansen, dropped its incendiary bombs on the target, but he had many casualties aboard as he headed back to the home base: S/Sgt. Robert J. Reasoner, tail gunner, had a head injury from a .30 cal. bullet; M/Sgt. Robert M. Smith, right waist gunner, had 20 m.m. fragments in his right leg; Sgt. Richard J. Butler, belly gunner, was wounded in his right hand, right arm and chest from .30 cal. machine gun bullets; S/Sgt. Leo V. McCrady had a .30 cal. machine gun bullet lodged in his stomach. He died the next day from this wound.

The plane had the left rudder damaged and had holes about two feet in diameter in the left wing believed to have been caused by flak. One tire was punctured by a bullet and the plane had to crash land at the base. The superb work of Lt. Jansen made possible the safe return of this Liberator with its wounded men. He made a perfect landing (considering the punctured tire) and the men received immediate medical attention. S/Sgt. Corwine C. Huff, top turret gunner, scored a probable on an FW 190 as did M/Sgt. Robert M. Smith, right waist gunner. M/Sgt. George W. Guilford, bombardier, destroyed an FW 190 from his nose gun position. It exploded just after clearing the right wing.

#813, Capt. Walter T. Holmes, pilot, could not open its bomb bay doors over the target.

S/Sgt. Isaac A. Flesher, radio operator, had wounds from flak in his head and legs. S/Sgt. Michael J. Balazovich, left waist gunner, was wounded by flak or a 20 m.m. shell in his face and shoulder.

The plane had all the radio knocked out except the command receiver. The hydraulic system was shot away. All the antenna was shot away. The Dynamotor under the flight deck was all shot up. The cockpit had .30 cal. holes in it. #1 engine was hit and leaking oil. The bomb bay doors were all shot up by flak. A waist gun armor plating was shot away. There

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were about a 100 holes in the fuselage and wings. One rudder control cable was frayed, one pulley was broken, and the electrical wiring to the tail turret was shot in two places. Despite all this damage, Capt. Holmes brought his plane back to the base.



James "Jimmy" Girrard. One of our originals. Was given credit for destroying an ME 109 at Kiel, Germany on May 14, 1943 before he lost his life at Lecce, Italy on July 2, 1943.



Wilbur Daley - Armament

S/Sgt. Michael J. Balazovich, left waist gunner, destroyed an FW 190, and as he was wounded, his position was taken over by Sgt. Carlson, belly gunner.

1st Lt. Howard Klekar was given credit for a probable. An FW 190 attacked and Lt. Klekar fired at least 90 rounds at it from 500 to 30 yards. Tracers were seen to go through the EAC by the co-pilot. The radio man saw the FW start blazing. It dove away, out of control, and the pilot was believed dead.

1st Lt. Robert J. Stine scored a probable by shooting at an FW 190 from 800 to 300 yards. The enemy was seen to go down in flames.

S/Sgt. Edward F. Bowden destroyed a FW 190 from his right waist position. He fired 50 rounds at 250 yards. The EAC was seen to explode just after banking away from #813.

An FW 190 flew a parallel course below #813. S/Sgt. Edward F. Bowden, right waist gunner, destroyed it with about 100 rounds fired at a distance of 250 yards with about 75 rounds entering the FW. The enemy was seen to be raked from nose to tail by fire, its cockpit enveloped in flames and the rear part of the engine flaming.

An ME 109 was damaged by S/Sgt. Samuel H. DeBerry from the top turret position. He fired about a hundred rounds from 600 to 100 yards and the ME 109 came in, banked away, and fell away smoking. Some part of the plane fell off; it is believed to have been the cockpit canopy.

#816, Capt. John H. Diehl, pilot, dropped its incendiaries directly on the target. 1st Lt. Herbert M. Light was the bombardier who was responsible for this very good bombing attack. Damage to this aircraft was slight: some .30 cal. and flak in the fuselage, nose, and waist.

An FW 190 attacked the plane from below, and 1st Lt. George J. Kelley, Jr., navigator, fired 60 rounds. The canopy was seen to come off. Fire came from the sides and the right wing buckled. The FW caught on fire, blazing and wobbling in all directions. The destruction of this EAC was credited to Lt. Kelley.

An ME 109 came from below. It was fired on at point blank range by the right waist gunner, S/Sgt. Herbert H. Gentry. The plane blew up and the pilot came sailing out without a parachute. The plane disintegrated and was credited as a destroyed EAC to S/Sgt. Herbert Gentry.

S/Sgt. Milford L. Spears, tail gunner, fired 50 rounds in 3 bursts at an FW 190, and was credited with destroying this enemy aircraft, which turned over and broke into heavy flames.

A/C 41-23819 A *RUGGED BUGGY* failed to return and its crew was as follows:

P 1st Lt. Malcolm C. Howell 0-727992  
Topeka, KS



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CP	Major James E. O'Brien Monogahla, PA	0-435700
N	1st Lt. John D. Bledsoe Clinton, MA	0-726990
B	M/Sgt. Norris Crisan Denver, CO	6994910
E	S/Sgt. Kenneth C. McCabe DeKalb, IL	16001425
RO	T/Sgt. Ralph C. Ernst (66th) Enderlin, ND	6863975
WG	S/Sgt. John W. Husselton Fairfield, IL	
WG	S/Sgt. James A. MacCammond Darien, CT	11040993
BG	S/Sgt. Harold D. Van Oyen Madison, NE	37144043
TG	S/Sgt. Richard M. Castillo Springfield, OH	35278673

Howell and Van Oyen were listed as KIA, the balance of the crew was POW.

The tail gunner, Richard Castillo, displayed unusual heroism on this raid. He was in the tail turret when the ship left the base; unquestionably he stayed in this position during the combat and most likely he went down with the tail section when the aircraft was destroyed in the air by enemy fighters. He was credited with two EAC destroyed. Several members of the crew have been reported as prisoners of war but not the pilot, Lt. Howell, who stayed at the controls trying to assure that all crew members would have a chance to bail out.

#819 had released its bombs to good effect over the target, which was receiving a severe hammering from many Liberators. According to the tail gunner of #816, which was ahead and to the right of #819, approximately 15 to 20 FW 190s had chosen #819 as the most likely of the formation to destroy. She had apparently been hit by flak over the target and #3 engine was smoking. This caused the ship to become a straggler and easy prey for the enemy. A report from the waist gunner of another ship states that the tail turret was firing like "hell" and that he saw three chutes from the airplane. At this time Lt. Howell was trying to get back in formation. He'd almost succeeded when overwhelming numbers of enemy fighters closed in on the ship. Throughout this fierce attack the tail guns of #819 were in operation while other members of the crew were bailing out. No less than two enemy aircraft were seen to go down in flames as a result of hits by Sgt. Castillo. He continued shooting until the tail structure was separated from the rest of the plane, and it is impossible to

understand how he got out and became a prisoner of war.

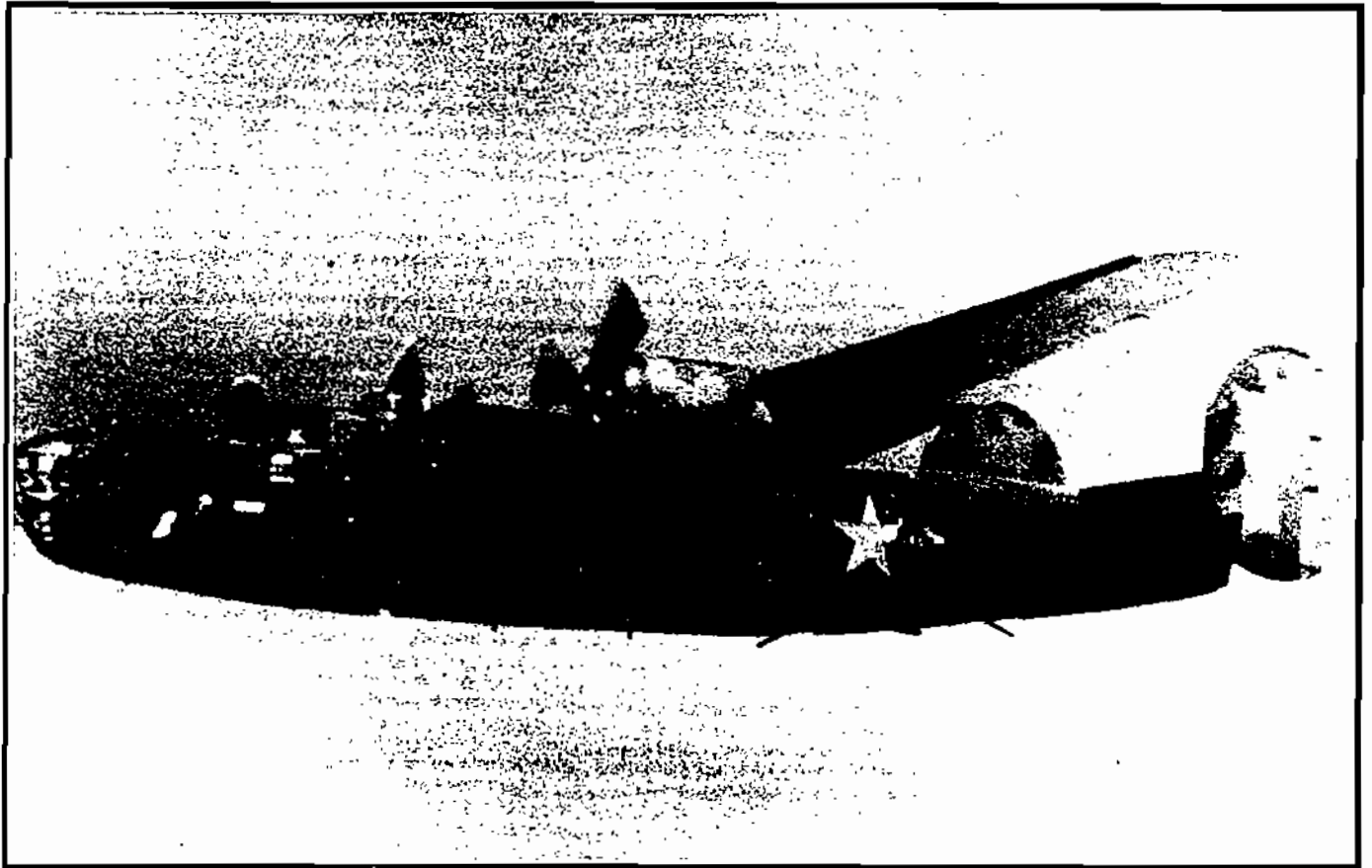
#094, 1st Lt. Wilmer J. Garrett, pilot, accomplished its mission successfully when bombardier S/Sgt. Oran J. Taylor made very good hits on the target. S/Sgt. David Bernstein, hatch gunner, opened fire at an ME 109 at approximately 200 yards and continued to fire until it got within 100 yards. There, the enemy plane was seen to explode and the wings fell off. S/Sgt. Bernstein was credited with destroying this German fighter. S/Sgt. Adolph Brzozowy, right waist gunner, opened fire at approximately 400 yards at an FW 190. At about 200 yards big puffs of white smoke were seen to come from this EAC, the engine exploded, and for a moment it looked like "soap suds." The wings fell off and it was seen to fall. Sgt. Brzozowy was credited with destroying this EAC.

S/Sgt. James M. Garrard, tail gunner, had a runaway gun which he kept aimed at an attacking EAC. The attacking plane shed part of its wings and then the cowling fell off. At about a 100 yards many bullets entered the roots of the wings. At this point fire broke out and the wings broke loose. Sgt. Garrard was credited with destroying this ME 109. 2nd Lt. Carl E. Johnson, navigator, opened fire on a FW 190, which caught fire and began to "mush." Lt. Johnson continued to fire and the enemy pilot aimed his plane at the left wing of #094. Lt. Garrett raised the left wing and the enemy passed under it carrying away the radio antenna. The FW was all entangled in the antenna and just as it cleared, it was seen to explode into many parts.



Robert Krueger, Earle Summers and Barton Cramer  
from the 68th Engineering Department.

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Jim O'Brien's ship that was lost at Kiel May 14, 1943.



James G. Cary's Crew - Back row, left to right:  
 Warren Clark - Navigator, Robert Lee - Co-Pilot, James  
 Cary - Pilot, Edwin Purcell - Bombardier, James Mercer -  
 Engineer.  
 Front, left to right:  
 Edward Mc Candless - Gunner, Leon Meyer - Gunner,  
 Myron Longan - Radio Operator, Edmund Connors -  
 Gunner, Chester Crantz - Gunner.



Ben H. Gildart's Crew - Top row, left to right:  
 Herman Sapp - Engineer, Charles Cary - Co-Pilot, Ben  
 Gildart - Pilot, John Walsh - Navigator, ? Fedonchuck -  
 Bombardier.  
 Bottom row, left to right:  
 James Dick - Belly Turret, Norman Linville - Tail Gunner,  
 John Andenberg - Radio Operator, John Lyman - Waist  
 Gunner, Richard Burke - Waist Gunner.



The performance of all the men participating upon this highly successful raid was most praiseworthy and it reflected most favorably upon the Squadron.

A/C and crew losses from other Squadrons were:

67th—Brown in A/C 24278,

Phillips in A/C 23807, and

Roach in A/C 40126.

506th—Swanson in A/C 24295

66th—Reed in A/C 24014 (set on auto-pilot then bailed out at home)

*Note: The 44th Bomb Group had arrived at Shipdham last October with 27 aircraft. After this mission to Kiel today our tally was 20 lost in action and 7 written off in crashes or scrapped as beyond repair.*

*(Reference: The Mighty Eighth, Freeman, p.38.)*

**“FOR YOU DER VAR IST OVFER”  
OR  
THIS CAN’T HAPPEN TO ME  
MAY 14, 1943  
By James E. O’Brien**

Through the winter of 1942-43 the USAAF B17s, numbering 50-75 per mission, and B24s numbering 9-18 per mission, had been attempting to prove the feasibility and efficiency of the daylight bombing raids over occupied Europe and Germany. The Americans by day and the British by night had been the steady headline and somewhat a hard reality for the German Luftwaffe and the nervous occupants of air raid shelters in Europe west of the Elbe. It was not yet practical or possible to send American B17s or B24s any further than Bremen or Kiel, approximately 800 miles round trip. The RAF had penetrated 1200 miles into the heartland of Nazism. No American fighter planes had yet gone into action as bomber escorts. RAF Spitfires held this assignment up to a maximum range of 150 miles which really meant no more than 80 miles penetration into France, Holland or Belgium. USAAF flights to Germany were without escort.

General Ira Eaker, Commander of the Eighth Bomber Command, had personally visited the six bomb groups in England to convey the urgency of continuing and proving daylight bombing. At all levels of command, both American and British, there was a rising doubt about the efficiency and risk of daylight raids into Germany. Losses on each mission were mounting (8-12 out of 80). Results were good for those planes that reached the target, but there was

more skepticism about even reaching the targets in face of weather, increasing flak, and the persistent attacks of FW190s and ME109s, not to mention the slow lumbering ME110s and occasional ME210s.

In April 1943, the 44th Group had been given operational training missions in night flying over England for possible conversion to night bombing assignments with the RAF. My personal recollection of the night training was of a flight out of Shipdham after a six-month layoff from night flying. To my dismay I found the cockpit airspeed indicator was malfunctioning (it wasn't the pitot tube cover). The take-off and twenty minute flight in total darkness was exciting, as was trying to fly an 18,000 lb. bomber by the seat of the pants. We were able to land by the bombardier (Norris Crisan) reading off the airspeed from his front-end compartment. It was a miracle that we even found the airfield in the blinding English blackout mixed with the tension of adjusting power settings to fly needle-ball with no airspeed. In addition to regular bombing sorties in March and April 1943, there were missions for several aircraft of the 44th helping the British Coastal Command with raids on German shipping and Naval forces. My crew consisted of Malcolm “Mac” Howell—co-pilot, Norris Crisan—bombardier, John Bledsoe—navigator, Marvin Cox—engineer, K.C. McCabe—assistant engineer, Bob Wright—radio operator, Harold D. Van Oyen—assistant radio operator, Richard M. Castillo—tail turret, John Hussion—waist gunner, and James A. MacCammond—waist gunner. They all became mechanics when we had to return to Aberdeen, Scotland, from 300 miles over the North Sea with a feathered engine. We had been diligently following through on a mission with the British Navy and Coastal Command shadowing the Tirpitz, a German battleship hidden in the fjords of Norway. Our number one engine went out due to an oil scavenger pump failure and we found no one around Aberdeen to change the engine except ourselves. It turned out to be a pleasant trip in beautiful Scotland, the land of Brigadoon.

On return from this flight I found out that I had been appointed the 68th Squadron Commander. Major Francis McDuff was assigned back to the States and somehow date of rank had come through with new responsibilities for me. Until Lt. Tom Landrum came along, my only squadron experience other than flying had been some additional duty as engineering officer back in Barksdale Field. Now I had to learn fast what the Armament section did as well as Communications, the Adjutant's Orderly Room, and a few other odd sections.

I no sooner found out what a squadron commander was supposed to do when the word came down one calm night of May 13 that the group was to recall all crews for a maximum effort to Bordeaux, France: a long-over water flight, a short, quick climb to drop bombs on sub-pens, and out. Other than the hurry to install bomb bay tanks, this didn't seem to be too much of an order. However, at 2 AM the field order changed to remove bomb bay tanks and load up with 4000 lbs. of new type incendiary clusters for Kiel, Germany. The obvious question was "What good will incendiaries do at Kiel?" The explanation given at briefing the following morning at 0700 was that the B17s were going to bomb the hell out of sub-pens, aircraft factories and seaport facilities and the B24s were to kindle the fires. It was all very logical but it was a long trip without fighter escort.

I had tried to reach Bud Phillips and Tom Cramer, who were on leave in London, but that was fruitless on so short of notice. It would have been ridiculous to call the poor guys back from leave for this kind of mission, so O'Brien was scheduled to fly his first trip as a Squadron Commander, flying the co-pilot's slot for Mac Howell, who was doing his first trip as first pilot. This seemed quite simple except that poor little "Mac" never did want to be a first pilot with a crew. He just wanted to go home to his dear loving wife. Mac and I had spent a lot of hours together in the cockpit of a B24 and likewise on the ground. Most of our time off was spent together viewing the cultural, historical, and religious landmarks in London, Cambridge, Ipswich, Salisbury, Belfast and Aberdeen. I was single and not as concerned for my future welfare as he was. He constantly went into great detail about his married life and his hometown of Topeka, his work at the local bank and his disgust for the business of war. He had been cheated out of many missions in his struggle to reach the magic number of 25 because O'Brien often had a lead flight with General Hodges, Colonel Leon Johnson, Lt. Colonel Ralph Snavely, or Lt. Colonel Jim Posey ranking "Mac" out of the co-pilot seat.

The morning of May 14 arrived at 0500, like many others, with the night orderly banging on the door, "Mission briefing at 0700." I had just got to sleep at 0400 so this was doomed to be a tired day in my life. A quick breakfast of powdered eggs, bacon and coffee, and I showed up at briefing, not so much as the Squadron Commander, but as "Mac" Howell's co-pilot in a "tail-end Charlie" slot. What a glorious way to go. The best advice of the day came from "Pappy" Howard Moore, Commander of the 67th Squadron: "Jimmy boy, I wouldn't go on this trip if

I were you." He gave me this bit of prudent wisdom as I was turning in my personal belongings for a claim check, which was to be used when I returned. In my possession for the mission I had this claim check, a small escape kit compass, and a six-penny-bit good luck piece I had carried on all previous twenty missions, most of which had forced some involuntary kidney and bowel movements.

The light of day came at 0800 with 76 props churning on 19 B24s and a proportionate number of props on 75 B17s scattered all over England. As 41-23819 Bar A, *RUGGED BUGGY*, taxied out behind Tom Holmes' ship, 41-23813 C, *VICTORY SHIP*, "Mac" was saying, "O'Brien if I get back from this trip, I'm going to get stinkin' drunk" (a new experience for him). I also remember the tail gunner, Castillo, commenting as I was explaining to the crew what a simple mission this was. He said, "Come on, lets quit kiddin', this will be just as tough as any we ever flew."

The best way to describe the flight of May 14, 1943 is to compare it to the music of Maurice Ravel's "Bolero." This is not to say it was like the "Charge of the Light Brigade," a movie I had seen in 1939 with the Bolero theme as background music, although there were striking similarities if one wished to add drama to drama. Another reason for the comparison is that we played this record over and over back in our Nissan hut barracks at Shipham. Tom Cramer (KIA 7/43), Jim DuBard (KIA 12/42), Bud Phillips (now from Lindsay, Oklahoma), Tom Landrum (Engineering Officer) and myself had a stack of records ranging from Brahms concertos and "Beethoven's Fifth" to "Who Threw the Whiskey in the Well." When we flew our B24s over from Grenier Field, Manchester, N.H., we had to divide up the load. I had the phonograph records (the wax breakable variety) on 819 and Cramer had the phonograph on his A/C 820. This division of the load was for two reasons. First it was non-regulation material to carry along, and second, each aircraft was already seriously overloaded at takeoff, both at Grenier and at the refueling point, Gander, Newfoundland. When we got to England we found the 210 voltage in the barracks only gave us about 10 rpm for 17 rpm records so we played the records with an assist from a finger in the middle of the turntable to get a wavering variable quality between 10-17 rpm. (Back to the "Bolero" trip.) We took off in the early morning fog and haze, made our rendezvous over the home base. Nineteen lonely B24s were off to Kiel, Germany, as the low group at 21,000 ft. behind seventy B17s stacked up to 32,000 ft. We had tried to get more B24s from the 93rd Bomb

Group based at Alconbury, but they couldn't even put up one flight, due to damage from previous flights and general maintenance problems. This is not to say that the 44th had not suffered previous battle damage, but we had darn good maintenance with guys like Capt. Tom Landrum and M/Sgt. Y.G. Campbell to put the ships back in A-1 condition as long as the crews brought them back for repair. We had a beautiful formation flight out over the North Sea at 500 ft.

This was the quiet beginning (side 1) where the drums beat a soft rhythm and the flutes and piccolos spin their simple subtle melody. About two hundred miles out we started our climb to 21,000 ft. knowing that the Germans would have us tracked with radar from this point on. This was side two and three of the orchestrated rhythm—less subtle and more colorful and realistic. As we passed 19,000 ft. above the Freisen Islands, which we were to have avoided; we see scattered puffs of flak smoke and respond with the usual appreciation of poor marksmanship from ground batteries. My attention was diverted momentarily to Tom Holmes' ship, which took a burst of flak and appeared to have flames coming out of the bomb bay. I was overly concerned about Tom's welfare, and all of the sudden our ship was rocked with two explosions. Side three of Bolero increased in volume, out of nowhere. One real indication of trouble was when the manifold pressure on two left engines dropped to 15 psi and there was a sudden drag to the left, which Howell and I struggled to correct. I had thoughts of feathering two left engines but that would have been a sure give-away to German fighters waiting to come in for the kill. We had lost communication with the five boys in the rear of the ship. The formation had leveled off onto the bomb run and we were still keeping up with them.

The bomb bay doors opened, and the 44th let go with their clusters of matchstick incendiaries, which added more confusion. The clusters did not hold together for 200 feet before breaking up. As soon as they hit the slip-stream they were all over the sky in a negative trajectory flying back through the formation bouncing off the wings and propellers. Nothing worked better for the Germans at this point, as the formation scattered to avoid these missiles. Meanwhile we had dropped our own clusters of bombs and had plenty of trouble. The cockpit smelled of gasoline and our unspoken thoughts, as Howell and I looked at each other, were of fire and explosion. We had now separated from the group after leaving the target, and I noticed at least two other stragglers off to the right. One was Capt. Jack Oliphant from the 67th Squadron and the other was Capt. "Swede" Swanson

of the 506th Squadron, which had just joined our group back in Shipdham. There was plenty of company joining us now. FW 190s in formation on the left wing and ME 109s off the right wing. McCabe in the top turret kept yelling through his oxygen mask to dip the wing so he could hit them with a few 50s. Howell and I were just trying to keep the ship flying, not knowing what else to do. We had been through this before and somehow fate had brought us through. In the past we had outlasted German fighters until they turned back over the North Sea. But now we were practically standing still in a 70 mph headwind on a 285 degree heading with lots of German soil still underneath.

We had already turned to side four of Bolero and the noise and increasing crescendo had mounted to a deafening, violent roar. There must have been two Jerries sitting off our tail end pumping a steady flow of cannon and .30 caliber bullets into us. I heard several .30s zing into the cockpit and bounce off the armor plate seats. Mixed among these .30s were some incendiary bullets which made a good mixture with the intense gasoline fumes and pretty soon we had a roaring furnace in the bomb bay (still side four).

My first knowledge of fire was the intense heat all over the cockpit, and I leaped out of the seat, breaking my oxygen hose. I pulled the top hatch open to get out, and saw the whirling propellers and antenna wires. I recall my steel GI helmet, which we wore before the invention of flak helmets, blowing right off into the wind as I stuck my head out of the hatch. If there was any time to take a second guess, it was here: I decided on some other exit. Ralph Ernst, the radio operator, desperately kicked the bomb bay door open to make an opening large enough to exit, providing you could make it through the smoke and flame. In the rush, I was looking for my snap-on British type chest pack and mistakenly snapped on my life raft dingy. I threw the dingy pack to the floor and found my chest pack in time to get into the nice quiet of the atmosphere. (This final emotional crescendo ended with the Bolero with the crash of symbols, horns, tubas, gongs, and trombones.) Now all was peaceful and quiet as I looked up to see the secure strings of a parachute canopy lowering me to Mother Earth. One momentary musical note at the end was pulling on the ripcord and the patient wait for a jerk. There was no jerk and I was sure the thing had failed, especially with the handle in my hands which had a little 12 inch wire dangling from it. I was sure something had broken. This experience for every novice parachutist can take a few years from his life expectancy.

The parachute training for Eighth Air Force crews was nothing more than usual instruction on bail-out procedure —intercom verbal signals, one steady ring of the emergency bell or “use your own judgment.” I’m sure that 99 percent of the 30,000 Air Kriegies (POWs) never had time for bells or verbal signals. It was generally a decision reached on the spur of the moment after everything else had gone kaput.

On my way down I decided that I should have my back to the wind. I experimented with the shroud lines trying to turn the canopy so I was facing down wind on my drift. All this did was make a violent swing that almost spilled the canopy so the experiment ended quickly. Shortly after I realized I had an open chute, I looked up to see another chute coming down beside me with one nylon panel torn open from bottom to top. I couldn’t determine who it was, but on the ground I found Crisan, Bledsoe, McCabe, Ernst, Husselton, MacCammond and Castillo (in a stretcher with his foot mangled). With very limited communications allowed I was able to determine that Crisan, Bledsoe, Ernst, and McCabe did not have a bad chute (they were alive and uninjured). Howell didn’t show up and the first indication of his fate was the first question thrown at me by an English speaking German medic. “Do you know a little man in a yellow suit? He is toten” (dead). I stuck to the name, rank, and serial number throughout all interrogations that followed so there was no opportunity to find out what happened to Howell. I kept hoping that the story about him being dead was a bluff to get us to talk. For months I waited for some word that he was alive, perhaps in a hospital, but the German medic was telling the truth. By June 15th Mac’s wife, Betty Jean, had received the War Department telegram that he was KIA. One other casualty was Sgt. Harold Van Oyen, our assistant radio operator and waist gunner. He always had a fear of drowning, even with a Mae West life preserver. When we got our first burst of flak, it not only stopped the two left engines but it blew a hole in the tail end knocking Sgt. Castillo out of his turret with an injured foot. This I found out after piecing stories together on the ground because inside interphones were knocked out with the blast. The other three boys in the rear-end sized up the situation as hopeless, pushed Castillo out pulling his ripcord for him and bailed out themselves. Van Oyen landed in the Kiel Bay (what we might call the Baltic Sea). A German ship picked him up but he had already drowned, with twisted shroud lines, in his life jacket. For him and for the rest of us, to a lesser degree, “die Var ist ovfer,” (the war is over).

From a little police station in Stinfeld, Germany, near the border of Denmark, the Germans methodically collected survivors from six B24s and one B-17 shot down that day. I had landed in a farm yard and had a sharp pain in my side for a while. I thought it was shrapnel but it turned out to be no more than a stomach muscle strained by the parachute drop. I have not mentioned that there were all kinds of debris falling around me after bail out. A piece of engine cowling narrowly missed me. After extensive questioning by the English speaking medic, and some waiting around the town jail surrounded by gaudily dressed policeman, Bledsoe, Crisan, and I were placed in a canvas covered diesel Demler-Benz truck and proceeded to another town along dusty roads. At the next stop, we picked up Ernst, MacCammond, McCabe, Husselton, and Castillo. After a few miles the truck stopped again and Sgt. Crisan was ordered to get out. He came back after viewing the wreckage of the ship and whispered that the radio set was intact after the crash and they simply wanted him to identify it. He didn’t help them too much because he was the bombardier and loyal to the name, rank, and serial number bit.

The truck, with eight tired men who didn’t yet know they were to be called “Kriegsgefangenen” for two years, lumbered its way to a German airfield, where we were kept overnight. Castillo was taken to a hospital and I never heard of him again, except for the rumor that he was expatriated in a prisoner exchange in 1944. The details of the next two years can best be given as vignettes of a saga that ended with a happy view of New York harbor and the Statue of Liberty, June 4, 1945. This, among other things, was exactly four years from the day I arrived as a flying cadet (dodo) at Mississippi Institute of Aeronautics in Jackson, Mississippi. The Marine transport LeJeune had made a rough crossing in convoy style from Le Harve, France because we were still at war with Japan and not sure how many years it would last.

Additional notes written by O’Brien in January 1984.

Forty and a half years after I last saw Richard Castillo lying on a stretcher on the ground with a bandaged foot somewhere near Stinfeld, Germany, I received a phone call from him. He called me on January 17, 1984 at Chandler, Arizona, where I was visiting with my daughter. He had systematically tracked me down after reading several issues of the 68th Squadron Newsletter and historical reports.

## Our First Year

He expressed some reservations about unit reunions but he had always wanted to talk to me, not only about the Kiel raid where we were shot down, but about other events in the 68th. In a short but expensive phone conversation from Springfield, Ohio, to Arizona, he said he couldn't remember much about the actual bailout. The last thing he remembered was a couple of German fighters sitting 20—30 feet from the tail of the aircraft (A/C #816) and systematically peppering the rudder and tail section with everything they had. He thought he was going to die right there. He and his rear turret had been knocked out of commission by German flak. His ammunition box near his right foot had been hit and was wedged against his foot which was badly mangled. The next thing he remembered was being picked up on the ground. He didn't know that the other crewman had pulled him out of the turret, dumped him out of the airplane, and pulled his chute for him.

I saw him on the ground, after the Germans had rounded up all survivors of the bailout, and I couldn't say anything to him. But I lifted the blanket off the stretcher to look at him, and I gave him a wink and sign of good luck. He was taken to a German hospital for one year and repatriated in July 1944 in a prisoner exchange. He came home on the Swedish hospital ship, the *Grispholm*, (?) and he spent six months in U.S. hospitals before going home. He eventually became a printing technician for national magazines but he always lived in Springfield, Ohio. As of 1989, he has been married 38 years and has three grown children.

On May 15th Capt. Thomas R. Cramer became Squadron Commanding Officer.

### 17 May 1943 BORDEAUX, France

The target for this mission was the Bordeaux submarine repair shops. This port had been developed as the European terminal for blockade running between Nazi Europe and the Far East.

The planes of the 44th Bomb Group took off for an advance base on this mission to Davidstowe Moor in the southern end of England. The mission was a success and five planes from the 68th Squadron participated in it.

Capt. Walter Holmes, pilot on #112, flew the plane directly over the target. The bombs were dropped by Lt. Howard Klekar.

Lt. Rowland B. Houston, pilot on #071, flew his plane so that Lt. Allen Bargeman could drop his bombs directly on the target.

Lt. Wilmer Garret, pilot on #094, flew his plane so that S/Sgt. Oran J. Taylor could make good hits on the target.

Capt. John H. Diehl, pilot on #816 had its bombs dropped by Lt. Herbert M. Light. T/Sgt. Harry C. Hogan, left waist gunner, had his parachute accidentally open in the ship and it blew out of the left waist window, pulling Hogan out. The chute was torn, and blood was on the side of the ship. It was possible that he was killed by hitting his head against the side of the plane. The airplane was then 20 miles off the coast opposite Bordeaux on its way in. #699 was piloted by Lt. George Jansen, and S/Sgt. George Guilford dropped his bombs directly on the target.

The raid was as near to perfectly executed as the human element would permit, and the execution of this mission was praised by higher headquarters.

May 24th, 2nd Lts. Carl O. Haworth and Theodore Scarlett were appointed 1st Lts. On the 26th, Captain Myron F. Sesit (Flight Surgeon) joined the squadron.



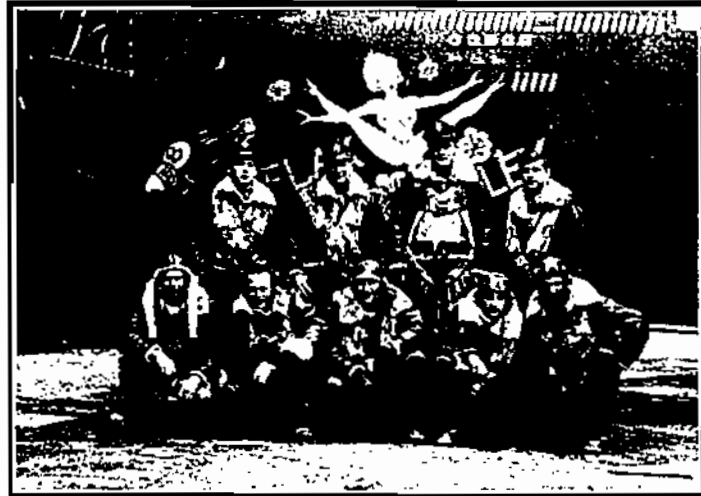
John Sutton - Bombardier



## Our First Year



General Hodges - Commanding Officer of the 2nd Wing awarding Captain Jim O'Brien a DFC in April 1943. Colonel Goodman C. Griffin can be seen in the background. Wilmer "Stubb" Garrett is visible in the squadron formation. Jim was to become Squadron Commander in the next few days, however, he became a POW on May 14, 1943 at Kiel, Germany where he remained until June 1945.



Robert Lehnhausen's Crew - Standing left to right:  
 George Hulpiau - Bombardier.  
 Robert Peterson - Navigator.  
 Hollis Nichols - Co-Pilot.  
 Robert Lehnhausen - Pilot  
 Kneeling, left to right:  
 Douglas Ratledge - Assistant Engineer.  
 William "Mort" Morton - Engineer.  
 Michael Balazovich - Assistant Radio Operator.  
 Tom Laskowski - Radio Operator.  
 Charles Ross Jr. - Tail Gunner.



Stalag 7A, Moosberg, Germany, a typical scene. All barracks were overcrowded. Tents were set up as temporary living quarters. Jim O'Brien was housed in this tent until March 1945.



George Jansen's Crew - Kneeling left to right:  
 Francis Bauman - Gunner.  
 Louis Girard - Co-Pilot.  
 George Jansen - Pilot.  
 Robert Reasoner - Gunner.  
 Standing left to right:  
 Unknown.  
 Corwine Huff - Engineer.  
 Eugene Vickary - Navigator.  
 Edwin Carlson - Gunner.  
 George Guilford - Bombardier.  
 Robert Smith - Gunner.

29 May 1943  
LA PALLICE, France

The target for this mission was the docks and harbor installations at La Pallice, France. Six planes of the 68th were dispatched upon this mission, which encountered no enemy aircraft; the flak defenses were light and poor.

A/C numbers and Pilots were as follows:

699 Capt. Reginald Phillips  
225 Lt. Rowland B. Houston  
816 Capt. John H. Diehl, Jr.  
112 Capt. Thomas R. Cramer  
211 Lt. Walter T. Holmes, Jr.  
094 Lt. Wilmer J. Garrett

The lead bombardier in #816, Lt. Herbert M. Light, dropped his bombs so they covered the entire lock area.

The picture on the facing page (bottom right) was taken after the Kiel raid of May 14, 1943.

This ship was brought back to base with more than 300 holes of one inch in diameter or larger, plus one flat tire, and was designated "the most shot up plane in the ETO" up to that time.

One gunner, Leo McGrady, who had just transferred to combat duty two months earlier, died of wounds the following day. Three other gunners, Robert Reasoner, Robert Smith and Richard Butler were all wounded.

The plane was repaired in time to make the trip to Africa where the bad luck for these crew members continued. Francis Bauman was killed at Wiener Neustadt, October 1, 1943; Louis Girard was killed at Ploesti on August 1, 1943; Robert Reasoner became a POW at Wiener Neustadt on October 1, 1943; Corwine Huff completed his tour of operations and returned to the States on August 24, 1943; Eugene Vickary was MIA at Wiener Neustadt on October 1, 1943; Edwin Carlson became a POW at Wiener Neustadt, as did George Guilford, and Robert Smith was killed on the same mission. Richard Butler was to eventually go back on combat where he was killed on the Munich mission on July 11, 1944.

George Jansen was to be promoted to Squadron C.O. on November 16, 1944, and would completed his tour of duty on April 6, 1944, then returning to the Zone of the Interior.

AFRICA

In August 1943, the results of three massive U.S. raids on targets crucial to the German war machine gave the Luftwaffe's leaders reason to believe that they might stem the Allied air tide. The first raid took place on August 1st, the day Speer warned Hitler that continuing Allied attacks could halt the Reich's war production. The Americans' choice of a target was the oil fields of Ploesti, in Germany's satellite, Rumania. Ploesti was, in Churchill's phrase, "the taproot of German might." From its refineries flowed a third of the Reich's petroleum needs.

Ploesti, located in the southeastern corner of Rumania, was too far to reach from England. Instead, the mission was launched from bases across the Mediterranean in Libya. Two groups of Liberators from the U.S. 9th Air Force, which had received its baptism of fire while helping the RAF beat back Rommel's Afrika Korps, joined with three groups on loan from the 8th Air Force to deal what was expected to be a decisive blow to Hitler's oil supply.

On August 17th, the Americans turned their attention back to Germany itself, and to two targets whose destruction would have crippled the enemy's war effort almost as effectively as a shortage of oil. Regensburg, where a Messerschmitt plant was turning out almost thirty percent of the Luftwaffe's single engine fighters, was the second objective. The third object was Schweinfurt, site of factories that accounted for half of Germany's production of ball bearings. These tiny steel balls, essential to keeping precision machinery free of friction, were required by the Luftwaffe alone in quantities of several thousand per plane.

These three major blows were to cost the Americans excessive losses in heavy bombers and experienced crews. Of the hundred and seventy seven B-24s on the Ploesti mission, fifty three were shot down, and fifty five returned to Libya so badly damaged that many were good only for salvage. Of the three hundred and seventy six B-17s that were dispatched to Schweinfurt and Regensburg, sixty were shot down and forty seven others were so badly damaged they had to be scrapped. So in the first two weeks of August the Americans lost two hundred and fifteen bombers from their inventory along with almost twelve hundred men.

The plan for the Regensburg mission, to go on to Africa rather than to return to England, probably cut the losses considerably. The Luftwaffe defenders

## Our First Year

expected another ninety minutes of hunting without American fighters to contend with on the way out of Regensburg.

### JUNE 1943

The 44th Bomb Group was mysteriously taken off operations. Then, much to the delight of small boys and to the misfortune of farm animals, Liberators were seen to hedge-hop across the farmlands of East Anglia. This caused farmers to wave their farm implements in shock and to give "the finger" to many ships. This was especially true when we approached them from the down wind side, allowing the plane to arrive overhead close to the same time as the sound. Rumors were flying around the B-17 bases, saying that the Air Force finally wised up, took the "Pregnant Cow" off combat, and was sending it away from the real air war. Our pilots were having fun with this type of flying: just last week, you would be up in front of the "Old Man" if you were caught doing flying like this. Now it is Standard Operating Procedure (S.O.P.). More rumors started flying when some of the planes were modified with twin fifties in the nose, and bombsights were removed and replaced with a modified gun sight. You could get the "latest" from any section on the base— all of them different, though possible.

Bomb bay tanks and baggage racks were installed. All of the sudden, the planes were gone, taking along just a skeleton ground crew. The silence around the base was eerie.

On June 3rd there were many promotions for the enlisted men.

NORMAN



Our Summer Home in Africa.

On June 10th, 1st Lt. Robert A. LaFleur was transferred to Group Headquarters to become Group Bombardier.

On June 12th, Captain Bennett J. "Doc" LaCour was transferred to Group Headquarters. On the 13th of June, Captain Thomas R. Cramer was appointed Major.

On June 15th, Lt. Thomas W. Landrum and Sgt. Grover A. Edmonson were transferred to the 389th Bomb Group.

The 17th saw Lt. William D. Smythe assigned to the squadron, 1st Lt. Eunice M. Shannon and 2nd Lts. George P. Hersh, Vangelo S. Safos, Elwood E. Collins, and Samuel McClendon also joined the squadron.

On the 19th, 1st Lts. Joseph D. Kessler, Robert E. Peterson, Ben H. Gildart, Jr.; 2nd Lts. George P. Martin, Edwin H. Heyer, Earle V. Hawkins, John F. King, James A. Tabor, Raymond E. Hamlyn, Eugene Monohan, Stanley R. Nichols, Frank Davido, George W. Temple, Robert H. Bowyer, Anthony J. Piccolo, John T. Ayers, and Flight Officer William B. Altemus were assigned and joined the squadron. Also on this date the following enlisted men joined the squadron: Dennis E. Slattery, Clarence W. Strandberg, Clarence H. Rothrock, Clayton E. Heller, Robert I. Vogel, Gordon E. Ackley, John R. Anderberg, Lanning C. Baker, Richard M. Burke, Woodrow J. Cooney, Anthony D'Amico, John E. Feeney, Ted R. Fernbach, William J. Gaffney, James T. Garvey, Robert N. Gilbert, Eugene L. Grimes, Clifton C. Hall, Ambrose T. Hansen, Ashburn L. High, Gardener L. Humes, John F. Johnson, George Kelsey, Lyman B. Linville, Victor A. Lopez, John M. Lyman, William E. May, James D. Mickey, Samuel H. Miller, John H. Milojevich, Steve Niznok, John A. Nosal, Walter E. O'Laughlin, A. Perrine, Charles W. Pharis, Robert G. Pierce, William Ploense, Douglas Ratledge, Arthur C. Ruhl, Herman L. Sapp, Jack A. Shelton, Harry G. Smith, Harry R. Snead, Robert D. Storovich, Vernon L. Wells, Walter U. Wells, Edward H. Whitman, and Arthur M. Yoakum.

On the 22nd of June, Sgts. Manuel Weems, Chester R. Wolfe, Morton Rifkin, and Joseph DeTota were Detached Service to the 389th Bomb Group.

On the 25th of June, 2nd Lts. William Scott and Jack R. Tinney were assigned and joined the squadron.



## Our First Year

On the 26th, the air crews, with a skeleton ground crew, left Shipdham for D.S. to Benina Main, Benghazi, Libya. The following men made up this shipment:

### A/C 41-23813 *VICTORY SHIP* \*

Capt. Walter T. Holmes, Jr.  
F/O Donald E. Fribley  
1st Lt. Robert J. Stine  
1st Lt. Howard R. Klekar  
T/Sgt. Tauno I. Metsa  
S/Sgt. Truit H. Williams  
S/Sgt. Michael J. Balazovich  
S/Sgt. George L. Green  
S/Sgt. Edward F. Bowden  
M/Sgt. George W. Bryant  
Sgt. Herbert H. Lee  
Capt. Alfred C. Carr, Jr.  
T/Sgt. Harvey G. Holmes  
T/Sgt. Isaac A. Flesher

### A/C 42-40995 *NO NAME* 41-23816X

1st Lt. Rowland B. Houston  
1st Lt. Louis V. Girard  
2nd Lt. Anthony J. Piccolo  
1st Lt. Herbert M. Light  
T/Sgt. Herbert H. Gentry  
S/Sgt. Patrick H. McAtee, Jr.  
T/Sgt. Stephen F. Sevick  
T/Sgt. Joe F. Ward  
S/Sgt. Milford L. Spears  
S/Sgt. Clyde W. Carlton  
M/Sgt. Alfred A. Bagdonas  
M/Sgt. Francis E. Balz  
Capt. Robert L. Dean  
S/Sgt. Millard F. Sawyer

### A/C 42-40094 *MISS VIRGINIA* \*

1st Lt. Wilmer J. Garrett  
1st Lt. Robert J. Lehnhausen  
2nd Lt. Carl E. Johnson  
T/Sgt. Oran J. Taylor  
T/Sgt. Frank E. Cross  
Sgt. Edward R. Wait  
T/Sgt. Adolph E. Brzozowy  
S/Sgt. Melvin J. Cole  
S/Sgt. James M. Garrard  
S/Sgt. Andy J. Tenosky  
M/Sgt. Harold L. Hill  
T/Sgt. Frank K. Ulatowski  
Sgt. Milton (NMI) Feldman  
Capt. James F. Patterson

### A/C 41-23699 *LEMON DROP* \*

Capt. Reginald H. Phillips  
1st Lt. Theodore B. Scarlett  
1st Lt. Carl O. Haworth  
1st Lt. Robert A. LaFleur  
T/Sgt. Frank W. Gavin  
S/Sgt. Edwin L. Carlson  
T/Sgt. Donald H. Ingram  
S/Sgt. Carl E. Cleland  
S/Sgt. Henry G. Hayes, Jr.  
S/Sgt. Jack O. Banta  
M/Sgt. Charlie C. Pigg  
S/Sgt. Harry J. Singer  
Cpl. John L. Koch  
Major Henry G.V. Hart

### A/C 41-24225 *FLAK ALLEY* \*

1st Lt. David W. Alexander  
F/O Homer S. Gentry  
2nd Lt. Robert L. Fisher  
2nd Lt. Allen G.E. Bargeman  
T/Sgt. Bill G. Gearhart  
S/Sgt. George L. Kelsey  
T/Sgt. Lewis M. Petrie  
S/Sgt. Ashburn L. High  
S/Sgt. James M. Goza  
S/Sgt. Ted R. Fernbach  
M/Sgt. Richard D. Williams  
M/Sgt. Ybur G. Campbell  
Sgt. Max E. Goucher  
W/O Nelson T. Holden

### A/C 41-23788 *AVENGER* 41-23712

1st Lt. William D. Hughes  
2nd Lt. Willie B. Weant  
2nd Lt. Robert C. Peterson  
2nd Lt. George E. Hulpiau  
T/Sgt. William G. Morton  
S/Sgt. William J. Gates  
T/Sgt. Robert H. Wright  
S/Sgt. Alphonse J. Terwey  
S/Sgt. John (NMI) Merrigan  
S/Sgt. Charles G. McMackin  
M/Sgt. Howard S. Foley  
S/Sgt. Cecil A. Johnson  
S/Sgt. Loughridge C. Murrell

### A/C 41-24009 *MARGARET ANN* 42-40071C

1st Lt. George R. Jansen  
2nd Lt. Coleman S. Whitaker  
1st Lt. Eugene P. Vickery

## Our First Year

T/Sgt. George W. Guilford  
S/Sgt. Corwine C. Huff  
Sgt. Eugene L. Grimes  
T/Sgt. Francis A. Bauman  
T/Sgt. Thomas A. Laskowski  
S/Sgt. Robert J. Reasoner  
M/Sgt. Robert J. Smith  
M/Sgt. Claude E. Lee  
1st Lt. Chris (NMI) Sand  
Sgt. Russell (NMI) Hryvniak

### A/C 42-40373 *NATCHEZ-BELLE* •

1st Lt. Eunice M. Shannon  
2nd Lt. George P. Hersh  
2nd Lt. Vangelo S. Safos  
2nd Lt. Elwood E. Collins  
T/Sgt. Dennis E. Slattey  
Sgt. Clarence H. Rothrock  
S/Sgt. Clarence W. Strandberg  
S/Sgt. Francis J. Mulrooney  
S/Sgt. Robert I. Vogel  
S/Sgt. Clayton E. Heller  
T/Sgt. Francis M. Wood  
M/Sgt. Barton D. Cramer  
T/Sgt. Irvin E. Roscher

### A/C 42-40745 *NO NAME* 44-24211 D

1st Lt. Robert E. Peterson  
2nd Lt. Raymond E. Hamlyn  
2nd Lt. James A. Tabor  
2nd Lt. Eugene (NMI) Monohan  
T/Sgt. Charles W. Pharis  
S/Sgt. Steve (NMI) Niznok  
T/Sgt. Woodrow J. Cooney  
S/Sgt. Clifton C. Hall  
S/Sgt. Arthur M. Yoakum  
S/Sgt. Harry G. Smith  
T/Sgt. Ralph S. Barron  
M/Sgt. Herbert J. Russell  
M/Sgt. Norman L. Hale  
Major Thomas R. Cramer

### A/C 42-40731 *HAG MAG* •

2nd Lt. George P. Martin  
2nd Lt. Earle V. Hawkins  
2nd Lt. Edwin H. Heyer  
2nd Lt. John F. King  
T/Sgt. Harry R. Snead  
S/Sgt. Edward N. Whitman  
T/Sgt. Jack A. Shelton  
S/Sgt. John F. Johnson  
S/Sgt. William F. Gaffney

S/Sgt. Robert G. Pierce  
T/Sgt. Freddy Scheidegger  
M/Sgt. John W. Zarnosky  
S/Sgt. Howard F. Dart  
Capt. John H. Diehl, Jr.

2nd Lt. George W. Temple flew down with the 67th Sqd.

The trip down was uneventful except for a little excitement passing Gibraltar: one ship, a little too curious, flew below the seven thousand foot limit over the rock and received a few reminder bursts of flak in front of its nose. Arriving at Oran nine hours later gave the men their first picture of continental culture. Since it was formerly French occupied, it was strictly French in customs, food, and architecture. The climate, dry and dusty, was a tremendous change over the fog, cold, and dampness of England, and the men basked in the warm, bright African sun. The following morning, the group took off for Benina Main in the heart of the Libyan Desert, which was to be our home for the next two months.

Benina was fifteen miles from Benghazi, the chief seaport. The base was haphazardly tossed onto the red desert sand, where nothing more than an incoherent jumble of tracks in the sand marked the runways. It was the chief Allied bomber base operating against the islands of Pantelleria, Lampedusa, and now Sicily. The Ninety Eighth Bomb Group, The *PYRAMYDERS* (the first group formed by the 44th back in the States) was already established here; the 44th moved in with them for supplies and subsistence. Together, they were to join forces and bomb loads with the Ninety Third, Three Eighty Ninth, and the Three Seventy Sixth to crush the Nazis and Fascists in Italy and pave the way for the Eighth and Fifth Armies. However, the real reason for these Groups being assembled in Africa was a closely guarded secret. Even then the plans were being formulated in Cairo for the greatest air assault in history.

The days were unbearably hot in Libya. There were insects and desert rodents at every turn, and the gritty sand got in the food, tents, and cots, and tore into the airplane engines. All this combined to make our days too short. Hundreds of German and Italian planes, damaged beyond repair, littered the area for miles around.

The nights, cool, comfortable and starry, time and time again bolstered the sagging spirits of the terribly overworked men. Engine changes, once

## Our First Year

considered complex and burdensome, became an outright drudgery, as the howling sand found its way into every crack and crevice of the powerful Pratt and Whitneys. Some had to be changed again before their first mission. The heat and friction on the sand ate up tires in no time at all, keeping the crews sweating out every take-off and landing.

Everywhere wogs were coming and going with their camels and donkeys, stopping momentarily to watch one of the planes go overhead, not understanding what was going on and caring a great deal less. They carried their beds with them and walked ahead of their animals, concerned only with the probability of their next meal.

During the month of July, a total of ten missions were flown against targets in Sicily and Italy. This was the pre-invasion softening-up process. The types of targets that were hit were chiefly marshaling yards, airdromes, and dock and communication facilities. In every case the targets were hit with good results.

### 2 July 1943 LECCE AIRDROME, Italy

The 68th sent up six aircraft on this mission, one of which failed to return. The target was hit with good results. The Group met several enemy aircraft but none offered much resistance and the flak over the target area was ineffective and weak.

A/C numbers and Pilots were:

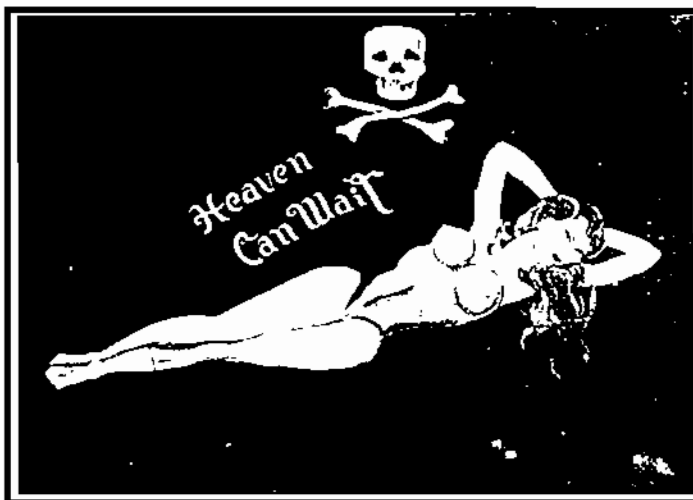
009 Lt. George R. Jansen  
225 Lt. David W. Alexander  
745 Lt. Robert E. Peterson  
813 Lt. Walter T. Holmes  
211 Lt. William Hughes  
094 Lt. Wilmer J. Garrett

(Lt. Peterson and Crew were MIA)  
(Lt. Garrett ditched in the Mediterranean)

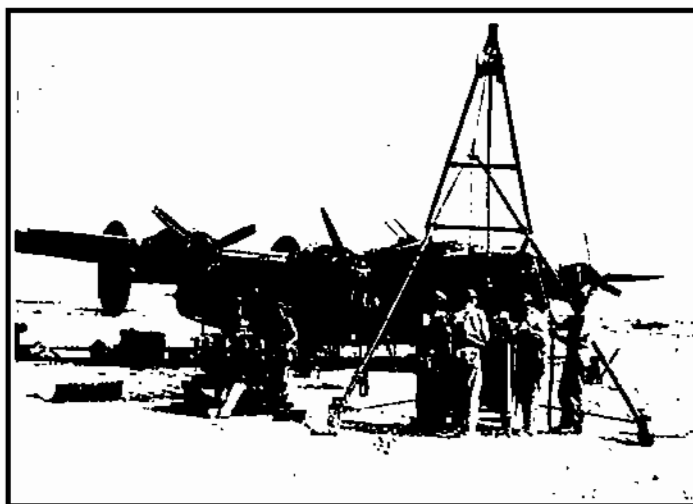
Lt. Peterson was shot down by an ME 109 near the target area on the way in. Four chutes were seen coming from the plane. Missing in Action are:

A/C 42-40745 NO NAME MACR 22 had the following men on board:

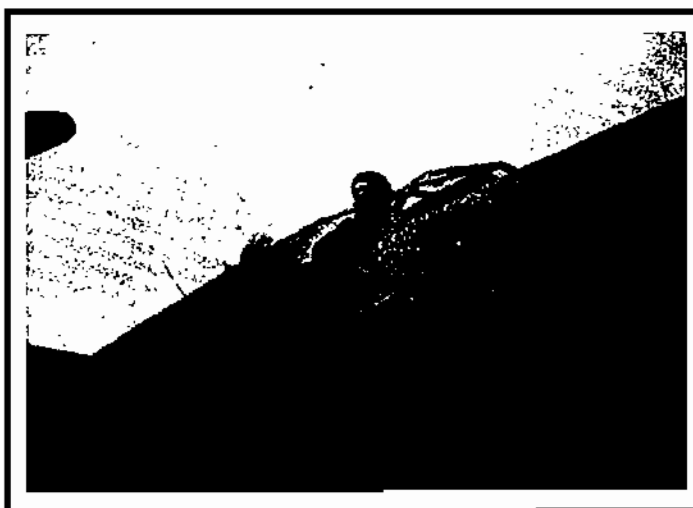
P	1st Lt. Robert E. Peterson	0-730293
CP	Major Thomas R. Cramer	0-23925
N	2nd Lt. James A. Tabor	0-736908
B	2nd Lt. Eugene Monohan	0-734485



42-40370 HEAVEN CAN WAIT  
Abandoned in North Africa October 28, 1943  
Later became as Assembly Ship for the 467th B.G.



George Jansen's "MARGARET ANN" getting new engines  
in a North African "Hanger" in the Summer of 1943.



Joe Kessler - Pilot in North Africa.

### Our First Year

E	T/Sgt.P Charles W. Pharis Douglas, GA	34268115	A/C 42-40094 Bar E, <i>MISS VIRGINIA</i> , MACR 21 had the following men on board:
RO	T/Sgt.P Woodrow J. Cooney Cleveland, OH	35307188	P 1st Lt. Wilmer J. Garrett 0-727982 Eye injuries
WG	S/Sgt.P Harry G. Smith Sullivan, IN	35370944	CP 1st Lt. Robert Lehnhausen 0-728890 Cuts/Bruises
WG	S/Sgt.P Clifton C. Hall Austin, TX	18154769	N 1st Lt. Carl E. Johnson 0-730268 Broken ankle
HG	S/Sgt.P Arthur M. Yoakum Decatur, IL	36068208	B T/Sgt. Oran J. Taylor 18062096 KIA
TG	S/Sgt.P Steve Niznok 35307431		E Sgt. Edward R. Waite 13013601 Cuts/Bruises

#094 was damaged over the target by flak in the #1 and #2 engines, that tore a hole in the gas tanks between these two engines. The A/C ran short of fuel and the pilot was forced to crash-land at sea. When the A/C struck the water, Lt. Lehnhausen, co-pilot, was thrown clear through the windshield. He swam back to the aircraft and released a dingy. He inflated the dingy and assisted several injured men aboard. He then observed that a number of the crew were having difficulty with the second dingy. He swam back and found the "painter" of the dingy fouled in the wreckage of the plane. All efforts to disentangle the rope failed and Lt. Lehnhausen feared that the sinking plane would drag the dingy and the injured men under the water. He took the dingy painter between his teeth and chewed it into two pieces, releasing the dingy. For this heroic deed and his gallant efforts beyond the call of duty he was awarded the Soldier's Medal.

RO	S/Sgt. Melvin J. Cole Chest injury	11012152
WG	S/Sgt. Andy J. Tenosky KIA	16072477
WG	S/Sgt. Adolph E. Brzozowy KIA	11018046
HG	S/Sgt. David Bernstein KIA	39234569
TG	S/Sgt. James J. Garrard KIA	14070592
BO	1st Lt. Robert A. LaFleur KIA	0-727351

With the death of Major Cramer, Capt. John H. Diehl became the Commanding Officer of the 68th Squadron.

### 5 July 1943 MESSINA, Sicily

Harbor and railroad installations were hit with good results by the Group. Again, a few enemy aircraft were met, and three of them were claimed by the Gunners of the 68th. The flak was intense and fairly accurate over the target area. Three of the five A/C of the 68th were damaged by flak and fighter attacks.

A/C numbers and Pilots were:  
699 Capt. Reginald H. Phillips  
225 Lt. David Alexander  
071 Lt. George R. Jansen  
816 Lt. Rowland Houston  
813 Capt. John H. Diehl



Left to right: Gordon Ackley - Gunner, John Nosal - Gunner, Victor Lopez - Radio operator, Robert Storovich - Gunner, L.C. Baker - Engineer, Henry O'Laughlin - Gunner taken in the Summer of 1943 in North Africa.

EAC Claims.  
S/Sgt. James M. Goza, Tail Gunner, destroyed an ME 109.  
S/Sgt. Corwine Huff, W. Gunner, 1/2 destroyed an ME 109.  
Sgt. Eugene L. Grimes, W. Gunner, 1/2 destroyed an ME 109.

## Our First Year

S/Sgt. Truit H. Williams, Hatch Gunner on #225, was hit by flak over the right eye and was awarded a Purple Heart.

S/Sgt. Robert E. Pierce, RW Gunner on #813 was awarded the Purple Heart and the Silver Star for the following deed: while his A/C was in route from the target area it was attacked by three enemy fighters. His regular gun, right waist, became unserviceable and he thereupon gripped the hatch gun in his bare hands and drove off the three enemy aircraft. In doing this, he injured both of his hands. It was a heroic act. Firing a hand-held .50 caliber machine gun is easier said than done.

### 8 July 1943 CATANIA, Sicily

The 68th sent up six aircraft, which encountered no enemy aircraft but moderate and inaccurate flak. The telephone and telegraph buildings were hit by the Group with very good results.

A/C numbers and Pilots were:  
813 Capt. Walter T. Holmes  
225 Lt. David W. Alexander  
788 Lt. William D. Hughes (Abort)  
731 Lt. George P. Martin  
699 Capt. Reginald Phillips  
373 Lt. Eunice M. Shannon

### 10 July 1943 CATANIA, Sicily

The 68th sent up six aircraft on this mission and bombed with good results. No enemy aircraft were seen, and the flak was slight in intensity but accurate.

A/C numbers and Pilots were:  
699 Capt. Reginald Phillips  
813 Lt. Willie B. Weant  
071 Lt. George R. Jansen  
373 Lt. Eunice M. Shannon  
816 Lt. Rowland B. Houston  
225 Lt. David W. Alexander

### 12 July 1943 REGGIO DI CALUBRIA, Italy

This railroad ferry terminal was bombed with excellent results. The 68th sent up seven aircraft on this mission. There was no resistance by enemy aircraft and the flak was slight and fairly accurate.

A/C numbers and Pilots were:  
225 Lt. David Alexander  
813 Lt. Willie B. Weant  
731 Lt. George P. Martin  
071 Lt. George R. Jansen  
373 Capt. Reginald Phillips  
816 Lt. Rowland B. Houston  
211 Lt. William D. Hughes

### 13 July 1943 CROTONE AIRDROME, Italy

This target was hit with good results. Again the enemy seemed to be hiding, as no appearance was made. The flak was light and inaccurate. The 68th sent up seven aircraft on this mission.

A/C numbers and Pilots were:  
211 Lt. William D. Hughes  
813 Lt. Willie B. Weant  
816 Lt. Rowland B. Houston  
373 Lt. Eunice M. Shannon  
071 Lt. George R. Jansen  
788 Lt. David W. Alexander

### 15 July 1943 FOGGIA AIRDROME, Italy

This airdrome was hit with a very good bomb pattern. Once again the opposition was quite light, with only a few bursts of flak. The 68th sent five aircraft on this mission without encountering any enemy resistance.



42-40731 HAG MAG  
The Moth Ball Queen  
Left at Marakech, Africa on October 6, 1943.

## Our First Year



Standing left to right: Gordon Ackley - Gunner, Robert Storovich - Gunner, Joe Kessler - Pilot, Victor Lopez - Radio Operator, Walter O. Laughlin - Gunner, Kneeling in front: John Nosal - Gunner.



Victor Lopez - Radio Operator, killed at Brunswick on April 8, 1944 and L.C. Baker - Engineer, POW at Brunswick on the same day.



Gordon Ackley with plane Joe Kessler flew to Africa in the Summer of 1943. *SATAN'S HELL CATS.*

A/C numbers and Pilots were:  
788 Capt. Reginald Phillips  
731 Lt. Eunice Shannon  
225 Lt. David Alexander  
071 Lt. George Jansen  
816 Lt. Rowland B. Houston

**17 July 1943**  
**NAPLES, Italy**

The target was bombed with good results. The enemy put up stiff resistance and the gunners of the 68th claimed two as destroyed. The flak was heavy and accurate over the target area. There were no losses by the 68th, which put up seven aircraft on this mission.

A/C numbers and Pilots were:  
699 Capt. Reginald Phillips  
071 Lt. George Jansen  
211 Lt. William Hughes  
816 Capt. Walter Holmes  
731 Lt. George Martin  
373 Lt. Eunice Shannon  
813 Lt. Willie Weant

### EAC Claims:

S/Sgt. James M. Goza, Tail Gunner, A/C #699, 1 ME  
109 destroyed  
S.Sgt. George L. Green, Tail Gunner, A/C #813, 1 ME  
202 destroyed

**19 July 1943**  
**ROME LITTORIO, Italy**

This, the first bombing attack on Rome, was made by a strong force of Liberators. This was no ordinary mission, the likes of which were being run with deadly monotony into other Italian centers. This mission was a morally hazardous one, and the results of it would be focused on the Christian world. Advocates of all-out bombing had long deplored the fact that Rome, within easy reach of Allied bombers, had, alone among the belligerent capitals, been spared the terror she deserved. Opposing them stood those to whom the culture and background of the Italian capital appeared a righteous detriment of the mutilation which necessarily comes from bombing. However, the pressure of military expediency forced the issue to a climax. Rome had been declared an open city, its great Littoria railway yards had nevertheless continued as the chief supply distribution center for the Axis troops in Italy. As threat after threat to bomb Rome brought from Italian officials only denials of Littoria's operations, it became necessary to act.

Briefing for this mission was the most detailed and concise that combat crewman had ever attended. It covered every point from all angles, with emphasis on accuracy and precision. Lt. Col. Posey concluded with: "And for God's sake, if you don't see the target, bring back your bombs!" The city of Rome itself was to be spared. There would be no indiscriminate bombing; there would be no near misses; all bombs would be laid squarely on the target. If not, they would be brought back. Such were the instructions for the crews who had been selected for this historic raid. Col. Johnson offered the devout Catholic crew members an opportunity to excuse themselves from going on this mission; however, not one single member took advantage of this offer.

Approaching the city, eager crewmen craned necks for a view of what had been described to them as the "Cradle of Christianity" and each, knowing that this was a great chapter in his personal history, searched for Littorias. But the crews had been briefed well, and with neither flak nor fighter to stem their course, the planes pushed on steadily towards their target. The first bombs fell precisely at 1204, and were then followed by a cascade of explosives and incendiaries, which tore into fragments the warehouses and oil stores packed along side the tracks. The adjacent airfield, crowded with axis aircraft, came in for a good share of the bombs. Hangars and parked aircraft were blasted to bits. In a moment the entire yard was a mass of flames and debris, and the Liberators, now with their noses turned away from Rome, were leaving behind a mass of wreckage that spilled columns of smoke up into the cloudless sky. The mission had been carried out with unprecedented success, each bombardier of the Group having sent his bombs exactly where prescribed.

Crew of SATAN HELL CATS, plus L.C. Baker - Engineer, who with Nosal became POWs later at Brunswick, April 8, 1944, when Lopez was killed. O'Laughlin and Joe Kessler transferred to the hospital November 26, 1943 with frozen hands and feet. Ackley and Storovich both wounded October 1, 1943 transferred to hospital and eventually home. Bob Storovich died in 1955 from these wounds.

Whether the raid on Rome was the direct cause for the turmoil in Italy, which shortly thereafter deposed Mussolini, is not known, but the repercussions throughout the world reached a phase unprecedented in warfare. Until all details regarding the accuracy of the American bombs were released, condemnation was heard from all quarters for the "destruction of a Christian City." Christians, sincere in their sorrow, deplored the act as "unnecessary," while Axis propaganda agencies ranted and shouted about American barbarism. With the release of the entire picture of the bombing came a wave of relief, and from German quarters, utter silence.

The 68th put up eight aircraft for this mission.

A/C numbers and Pilots were:

699 Capt. Reginald Phillips-(44th Lead)  
731 Lt. George Martin-(Deputy Lead)  
813 Lt. Willie Weant  
373 Lt. Eunice Shannon  
225 Lt. David Alexander  
788 Lt. William Hughes  
370 Lt. Coleman Whitaker  
071 Lt. George Jansen

In July, the following men joined the 68th squadron: Harold J. Bellard, Wilson P. Besse, John J. Buckholts, Charles E. Cary, Raymond S. Cleary, Archie D. Clemons, Roy C. Hagnes, Arthur C. Mullen, Paul Semons, Robert F. Stahler and Edward Dunn.

July statistics: sixty (60) accredited operational sorties were flown by aircraft of the 68th; one aircraft was MIA; five (5) EAC were either destroyed or damaged.

So closed the 44th's first chapter of warfare over Italy.



PLOESTI

After the Rome mission of July 19th, the 44th Group was taken off operations. The next two weeks would be dedicated to low level practice for the upcoming mission that few of us at this time knew anything about.

The raid on Rumania's Ploesti oil fields is history. How the big Liberators, going in below tree top level, smashed a great source of Hitler's oil supply and how they had trained for the job for many months beforehand is known to men and women throughout the world. But the dread, the heartbreak, and the sweat that came with it is known only to those who came back and to those who were there when they came back: the flight crews who held out their lives for the taking and the ground crews who watched them leave. Ploesti—it's just a place on the map, just another city, far away, but a city of hell and terror for those who saw it. "We expected our losses to be fifty percent, but even though we should lose everything we've sent, but hit the target, it will be well worth it!" Such were the words of General Brereton, Commanding General of the Ninth Air Force, under whose direction the mission to Ploesti was planned. The fact that American losses did not reach one hundred percent was due only to the skill, determination, and courage of those who took part, and to the countless weeks of grueling toil spent in preparation for this rendezvous with death.

There was a Ploesti in the desert near Benghazi, too, but it was only a "Paper Ploesti," where no guns bristled and no Jerry spat from above as you hugged the floor to find your target. There were no oil fires at this Paper Ploesti, nor exploding tanks, nor flak towers—nor death. This was a peaceful Ploesti, built in the desert by Army Engineers so that the Ploesti at war, too, might crumble and fall like the one they had built.

Ploesti in the desert, in outline only, was the exact replica of Ploesti in Rumania. A sprawling, vine covered city of 50,000 people, one third of whom were employed at the oil fields, Rumania's Ploesti differed from the paper one in the matter that there, only an occasional Arab had to be reminded to stay out of the path of the bombers. All else was typical—a true picture.

On two separate occasions Russia had tried to destroy this target but was beaten back. The North African Air Force had tried too, but they were beaten back. This time there would be no failure. The Liberators would come in at zero altitude, drop their



Myron Longan - Radio Operator who flew with James Cary. Might be the 8th Air Force shortest man.



41-23819 RUGGED BUGGY  
Lost at Kiel, Germany May 14, 1943.



load, and get out quick—those who could. The main objective would be the target; all else was incidental.

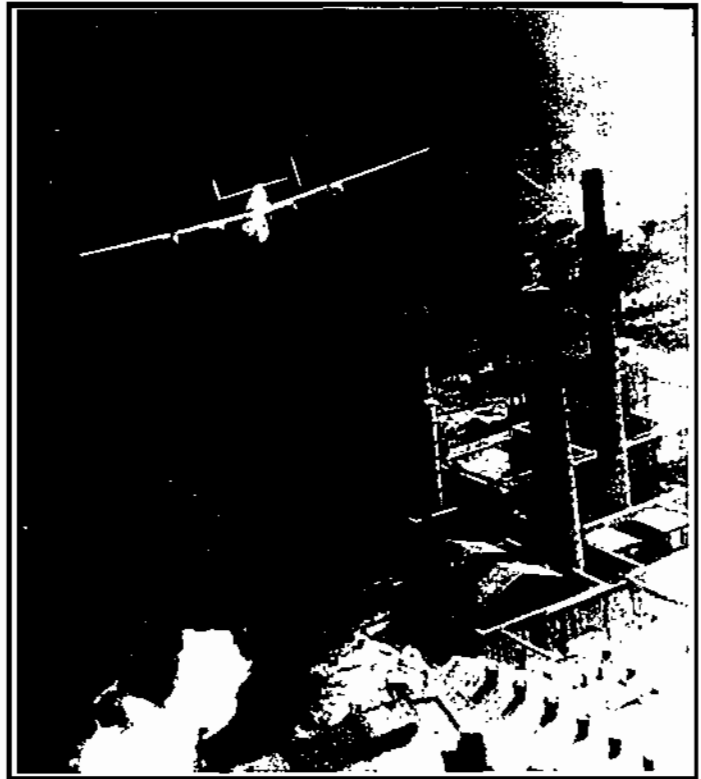
The oil fields were divided into targets; some were a complete refinery while others were just a specific section of a refinery. The 44th had two targets: one, COLOMBIA AQUILA "WHITE FIVE," assigned to the 66th and 67th Squadrons; the other, CREDITUEL MINIER BRAZI, known as "BLUE TARGET," assigned to the 68th and 506th Squadrons.

On the morning of the first of August, pilots and crews turned out early for a final briefing. The sun had just begun to peek through the morning mist, and even the Arabs were still asleep. But the men who would fly were already bustling about, with the ground men who had labored through the night. The planes were in readiness, receiving now only that extra touch; guns were checked with affectionate tenderness. And now, from the constrained silence of the morning desert, rose a thunderous roar as the engines of many aircraft were blasted forth in a crescendo of symmetry.

Susy-Q, Col. Johnson in Command, moved through the dust to the take-off point, followed by thirty six more Liberators of the Flying Eightballs. At precisely 0430 they rose into the sky. The others followed at regular intervals, and soon there was silence. They had gone: which of them had just made their final take-offs laid only in the laps of the gods.

To the men who had readied the planes and watched them move off, this was the culmination of months of effort. They had toiled through days of heat and blackened sleepless nights with this goal in view; and now, for the simple reason that their planes were ready for this day, they looked upon it as the crowning point of success. Yet every man's heart was heavy; there was an ominous silence over the camp. Every man had worked throughout the night. The men retired to their tents, some to rest, others to pray.

The Forty-Fourth Bomb Group arrived at their Ploesti target at 1215, plunging into a hail of flak and ripping tracers, smoke, fire, and explosions. Several parts of the expansive plant were already afire. To reach their specified target, the Forty-Fourth would fly directly over this fiery and bursting cauldron of oil through a veritable forest of anti-aircraft. What had been modest barns and harmless appearing haystacks now became gun emplacements, and from



An unidentified 44th plane on bomb run at "White Five". All losses except one ship, Rowland Houston, occurred on this target. Off Johnson's starboard wing, six planes disappeared into the smoke; only one was to emerge - burnt and blackened.



Clara Hill - Pilot with Frank Davido - Ops Officer enjoying some rare English sunshine.



Colonel Johnson with Generals Dever and Eaker reviewing the score-board of V-Victory Ship of the 68th Squadron.

everywhere, including the hand cars on the sidings, upwards flew a barrage of steel.

Col. Posey and John Diehl, leading twenty ships, headed for BLUE TARGET, and Cols. Johnson and Brandon, leading seventeen ships, were heading for WHITE FIVE.

The BLUE TARGET was isolated from the WHITE TARGETS enough that there was no force to hit our target ahead of us, but for WHITE FIVE, it was a different story.

Col. Johnson headed for his target with his planes following him in perfect order. Here is where the real story of heroism, valor, and sacrifice begins. As Johnson approached the target, he observed fire and smoke. Through some error, WHITE FIVE had already been bombed. It only took a split second for Col. Johnson to set a course. Heading straight and low through smoke and flames and floundering 24s, he led his planes for a crackling plant as yet untouched. Planes were going down on all sides. One, caught in the blast of an exploding bomb, pointed nose upwards and climbed an imaginary ladder a hundred feet, before falling onto its helpless back. Another, completely enveloped in flames, plunged headlong into the flaming oil below, adding extra fuel to the raging fires. But Col. Johnson pressed onward to the target with a group of now crippled 24s following. Off his starboard wing, six Liberators disappeared into a column of rising smoke, from which only one, burnt and blackened, emerged. The remainder of these 17 24s dropped their loads neatly on target and headed out of there for home. Meanwhile

the 24s from the BLUE TARGET had bombed with very good results and had turned for home, trying to hook-up with any Liberators for the long trip back.

Enemy fighter attacks continued against the formation well beyond Italy on their way out. Several ships were lost due to these attacks. It was 1804 when the first "24" showed up at the base. Eleven of those who left the base this morning would fail to show up tonight.

The 68th lost one crew:

A/C 42-40995 MACR 3147 had the following men on board:

P	Capt. Rowland B. Houston	0-727991
	San Andreas, CA	
CP	1st Lt. Louis V. Girard	0-885283
	West Texas	
N	2nd Lt. William Scott.	0-796608
	Clifton, NJ	
B	S/Sgt. Charles G. McMakin	11047450
	Rover, MA	
E	S/Sgt. Walter R. Schoer	39826257
	Holstein, IA	
RO	T/Sgt. Stephen P. Sevick	12044639
	Pittsburgh, PA	
WG	S/Sgt. Joe F. Ward	34107345
	Slocomb, AL	
WG	S/Sgt. Clyde W. Carlton	14037352
	Lexington, NC	
TG	S/Sgt. Milford M. Spears	37136575
	Springfield, MO	

This entire crew had completed their tour of duty prior to this mission.

Willie Steinman, who had shot down one Liberator at the opening of the battle, was flying an ME 109 that pursued Houston. "The American machine guns were spitting all around," Steinman said. Picking up Houston's ship which was "about 150 feet from the ground, I attacked him from the rear," said Steinman.

I cut back on the throttle, slowed her with the flaps, and gave the Liberator a good raking from wing tip to wing tip. I could see tracers walking across the width of the plane and flames coming out everywhere. The top turret man, (Walter B. Schoer) and the tail gunner (Milford L. Spears), particularly the man in the tail, were shooting me up. I closed to within 70 feet! My engine caught fire and there was a tre-

## Our First Year

mendous quivering. My speed carried me under the left side of the bomber, which was going out of control. The Liberator and the ground were coming together and I was in between, with no control. I had an instant to consider what would happen. The best chance seemed being thrown free in the crash. I loosened my harness and opened the latch on my canopy. I don't remember crashing. The first thing I knew I was seated on the ground with my pants torn and cuts on my legs. Near me the two planes burned. I got up from the ground and walked away.

But no one walked away from Houston's ship. It is believed that this plane is the one described as, "Aircraft skimmed over the top of woods, fell on the other side and exploded." Other than this crew, the only other casualty suffered by the 68th was the death of S/Sgt. Truit H. Williams, who was killed by a .30 caliber bullet over the target area.

### EAC Claims

Sgt. A.J. Terwey, RW Gunner,  
destroyed an ME 109.

T/Sgt. William Morton, Top Turret Gunner,  
destroyed an FW 190.

S/Sgt. Jr. Merrigan, Tail Gunner,  
destroyed an ME 110.

It was 9th Air Force S.O.P. to file an R.A.F. Flight Sortie for each aircraft during this time frame. The following Sortie reports are all for the 68th Squadron except one, and that is the Lead Ship for the Group, Susy-Q, from the 67th Squadron, with Major Brandon/Col. Johnson.



Colonel James T. Posey briefing Captain Walter T. Holmes and Major John H. Diehl Jr. on Creditul Minier Brazi, know as "Blue Target". All three men would return from a successful trip to this target. Diehl lost one man, Sgt Truit Williams, a Gunner killed by small arms fire.



Robert Whittington - Operations



Colonel Leon Johnson receiving the Congressional Medal of Honor  
with many of Ploesti veterans in the background and Tom Holmes Victory Ship on the taxi ramp.

**Our First Year**

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DATE 1 Aug 1943

SQUADRON 67th

TYPE OF A/C B24 D

A/C NUMBER 817 (41-23817)

A/C LETTER L

TIME UP 0430

TIME DOWN 1804

TOTAL TIME 13 Hour 34 minutes

TYPE OF CLOUD Few scattered Q  
 AMOUNT OF CLOUD 8-10,000  
 VISIBILITY Smoke only

TASK OR DUTY Ploesti Refineries-White V

TIME HEIGHT PLACE

NARRATIVE

0430

Took off to lead position. Over target as leader of White

51213 130' Target

Dropped 3 X 1000 lb. bombs, 1-hr fusing axis of bomb run-127 degrees. Aiming point Corner of Distillation Plant, White 5. Dropped 2 boxes incendiaries (60). Bombs toggled out 30-40 ft. interval. Flak-Intense light flak from half way between Target and I.P. past Target. Some black bursts observed, evidently from time fused flak. Flak towers, mounting 20 mm. guns observed south of target. Number of heavy batteries seen that were not manned. E/A- 10-15 ME 109s, DO 217s, painted green and desert pink. 4 attacks on this a/c from 9 o'clock, one head-on and one from tail. No claims. Minor flak damage to this a/c. Observations-49 barges on Danube River near Lom. 2 a/c spotted formation on the way in near Sofia. 5 balloons south of town and left of target about 600 yds. flying at about 500 ft. Target already in flames before this Group attacked it. NW corner burning fiercely. B-24 just after target pulled up steeply and stalled at about 1,000 ft. Three men jumped out; 2 chutes opened. a/c crashed immediately. Another B-24 shortly after target was observed with #1 engine on fire.

1800

Landed at Benina.

P Maj. W.H. Brandon  
 CP Col. L.W. Johnson COMMAND  
 N 2nd Lt. C.J. Selasky  
 B 2nd Lt. B. Swenson  
 E Sgt. T.C. Ray Top Tur.  
 AE S/Sgt. F. Paliga LWG  
 R T/Sgt. J.F. Irwin  
 AR S/Sgt. K.L. Morrison RWG  
 G S/Sgt. W.R. Brady TG

AERODROME OR L.G.

Benina

MAP/CHART  
 Special Target Map

## Our First Year

DATE 1 Aug 1943	SQUADRON 68th		P Capt. J.H.Diehl
TYPE OF A/C B-24 D			CP Lt.Col. J.T.Posey
A/C NUMBER 813 (41-23813)			N 1st Lt. R.J.Stine
A/C LETTER V			B 1st Lt. H.H.Klekar
TIME UP 0430			E T/Sgt. T.I.Metsa TT
			R T/Sgt. I.A.Flesher
			AE S/Sgt. T.H.Williams WG
			G S/Sgt. E.F.Bowden WG
			G S/Sgt. G.L.Green TG
TIME DOWN 1800	AERODROME OR L.G.		
TOTAL TIME 13 hrs 30 min	Benina		
TYPE OF CLOUD Cu	MAP/CHART		
AMOUNT OF CLOUD 3-5/10	Special Target Map		
VISIBILITY			
TASK OR DUTY	Ploesti Refineries-Blue		
TIME HEIGHT PLACE	NARRATIVE		
0430	Took off as lead ship , 3rd flight. Crossed target as lead ship of a/c attacking Crackling Plant, east side of target.		
1215 170' Target	Dropped 3 X 1000 lb. American GP bombs, 1-hr delay. fuse and 2 boxes of incendiaries. Axis of run-143 deg. Bombs toggled out at 50 ft intervals Bombs in cracking plant. Flak-Intense light flak and machine gun fire, all the way from I.P. to several miles beyond target. Fighters—35-40 ME 109s, ME 110s, and several unidentified radial engine E/A. Resembled our AT-6. Colors gray and black. 1 attack on this a/c from 6 o'clock above. Many holes in this a/c from flak and .30 caliber. S/Sgt. T. H. Williams, LWG, was KIA over target. Observations-A little heavy flak encountered at Berat. About 17 EAC on ground at A/D near Prileo A convoy of 35-40 trucks were seen at 41 deg. 20 N., 21 deg. 30' E.		
1800	Landed at Benina.		

## Our First Year

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DATE 1 Aug 1943	SQUADRON 68th		P 1st Lt. W.D.Hughes
TYPE OF A/C B-24 D		CP	2nd Lt. W.B.Weant
A/C NUMBER 788 (41-23788)		N	1st Lt. R.C.Peterson
A/C LETTER D		B	1st Lt. G.E.Hulpiou
TIME UP 0430		E	T/Sgt. W.C.Morton
TIME DOWN 1735		AE	S/Sgt. W.J.Gates
		G	2nd Lt. R.E.Hamlyn
		G	S/Sgt. J.Merrigan
		R	S/Sgt. M.J.Cole
		AR	Sgt. A.J.Terwey

TOTAL TIME 13 hr 05 min

TYPE OF CLOUD	MAP/CHART
AMOUNT OF CLOUD	Special target map.
VISIBILITY Some haze and smoke.	

TASK OR DUTY Ploesti refineries-Blue. Dubbs Plant.

TIME	HEIGHT	PLACE	NARRATIVE
0430			Took off to #3, 2nd element, 3rd flight flight. Fourth plane to cross target-cracking plant of Blue target.
1208	150'	Target	Dropped 3 X 1000 lb. GP with 1 hr fusing and 34 incend. Axis of attack 133 deg. Aiming point NE corner of Cracking Plant. TG saw 1 bomb bounce into target, 2 others a little short. Observed a wall crumbling to the right from some one else's bombs. Flak- Intense light and some heavy flak from between the I.P. up to target. One battery of light flak on buildings in target area. Fighters—Observed about twenty ME 109s, ME 110s and FW 190s, greenish in color Four attacks on this a/c from 7,9,4,4:30 o'clock Broke away with an upward wingover. A B-24 made a crash landing near the I.P.. Three men at the waist window waived at the men in this plane.
1735			Landed at Benina.

## Our First Year

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DATE 1 Aug 1943	SQUADRON 68th	P 1st Lt. E.M.Shannon
TYPE OF A/C B-24 D		CP 1st Lt. R.J.Lehnhausen
A/C NUMBER 373 (42-40373)		N 2nd Lt. G.W.Temple
A/C LETTER Z Bar		B 2nd Lt. E.E.Collins
TIME UP 0440		E T/Sgt. D.E.Slattery
TIME DOWN 1800	AERODROME OR L.G.	AE Sgt. C.H.Rothrock RWG
		R S/Sgt. C.W.Strandberg
		G S/Sgt. C.E.Heller LWG
		G S/Sgt. R.I.Vogel TG
TOTAL TIME 13 hr 20 min	Benina	
TYPE OF CLOUD Q	MAP/CHART	
AMOUNT OF CLOUD 6-7/10	Special target maps.	
VISIBILITY 10 Miles Good		
TASK OR DUTY Ploesti Refineries-Blue		

TIME	HEIGHT	PLACE	NARRATIVE
0440			Took off to #2 position, 2nd element, 2nd Blue Flight. Crossed target as #2, 1st element, west side of Blue target. 0822 Observed a plane burning on the water off Island of Corfu.
1208	150'	Target	Dropped 3 X 1000 lb. GP 1 hr fusing. Brought back 60 incend. Axis of bombing—137 deg. Aiming point distillation plant. 1 bomb observed to skid into target building. Two others not observed. Bombs toggled at 50 ft intervals. Flak—Intense light flak, so disposed as to keep a/c in cross fire during most of the run up. Much light flak in Target area. Fighters—15-20 ME 109s and ME 110s, silver and black in color. No attacks on this A/C. Observations- About 45 barges on River Danube. 1 B-24 crashed into wood just other side of target and exploded. 10 minutes after leaving target, saw 2 parachutes at 8,000 ft. No plane in sight. On return journey in mountains of Greece saw plane burning on mountain side and what appeared to be a parachute hanging from a limb of a tree in a deep ravine some distance from crashed ship.
1800			Landed at Benina.



**Our First Year**

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DATE 1 Aug 1943	SQUADRON 68th		
TYPE OF A/C B-24 D		P	Capt. R.W. Phillips
A/C NUMBER 699 (41-23699)		CP	1st Lt. T.B. Scarlett
A/C LETTER Bar P		N	1st Lt. C.O. Haworth
TIME UP 0444		B	1st Lt. H.M. Light
		E	T/Sgt. F.E. Cross
		R	T/Sgt. D.H. Ingram
		AR	S/Sgt. C.E. Cleland
		G	S/Sgt. J.O. Banta
		G	S/Sgt. H.G. Hayes TG
TIME DOWN 1738	AERODROME OR L.G.		

TOTAL TIME 12 hrs 54 min                      Benina

TYPE OF CLOUD 3-4 Strato Q above                      MAP/CHART  
 AMOUNT OF CLOUD                                      Special Target Map.  
 VISIBILITY 5-6 miles

TASK OR DUTY    Ploesti Refineries-Blue

TIME	HEIGHT	PLACE	NARRATIVE
0444			Took off to lead position, 2nd element, 3rd flight. Over target it was the 3rd a/c of those attacking the cracking plant on the east side of Blue target.
1213	150'	Target	Dropped 3 X 1000 lb. 1 hr delay tail fuse American GP, also 2 boxes of incendiaries. Axis of run 132 deg. Bombs were toggled out in train at a interval of about 40 ft. Flak-Intense flak, light machine gun opened up on this A/C about half way between I.P. at Ploesti and target. Guns were observed mounted on towers and in pits. Some bursts were seen, evidently from time fused shells. Fighters—10 fighters were observed, composed of silver ME 109s, several gray ME 110s and 1 yellow FW 190. Plexiglass in pilot's compartment shattered. Whether by fighters or flak unknown. Observations—Smoke screen between the I.P. and target was in operation, but chimneys and tall buildings protruded through. About 10 balloons were observed to the left of this run, i.e. south of town flying at several thousand feet. 1 B-24 burning on the sea about 10 miles at 10 o'clock from 38 deg. 42' E., at 0822 hours GMT. 1 B-24 belly landed about 3 miles short of target. 6 men believed to be crew standing around plane.
1738			Landed at Benina.

**Our First Year**

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DATE 1 Aug 1943	SQUADRON 68TH	P 1st Lt. G.R.Jansen
TYPE OF A/C B-24 D		CP 2nd Lt. C.S.Whitaker
A/C NUMBER 071 (41-40071)		N 1st Lt. E.P.Vickery
A/C LETTER C		B T/Sgt. G.W.Guilford
TIME UP 0445		E S/Sgt. C.C.Huff Top Tur
TIME DOWN 1750	AERODROME OR L.G.	R T/Sgt. P.A.Bauman HG
		AE Sgt. E.L.Grimes RWG
		G M/Sgt. R.M.Smith LWG
		G S/Sgt. R.J.Reasoner TG
TOTAL TIME 13 hr 05 min	Benina	
TYPE OF CLOUD 1-3/10 Cu	MAP/CHART	
AMOUNT OF CLOUD	Special target map.	
VISIBILITY Good		

TASK OR DUTY Ploesti Refineries-Blue

TIME	HEIGHT	PLACE	NARRATIVE
0445			Took off to #3 position, 2nd element, 3rd flight. Over target same position.
0830		Corfu	1 B-24 observed to jettison its bombs, crash-landed in water, and explode.
1214	200'	Target	Dropped 3 X 1000 lb. GP bombs, 1 hr. delay tail fuse. Axis of bombing run 137 deg. Aiming point boiler house. SW corner, Blue target, Bombs toggled out, short, observed to skip into target. Observed bombs from other a/c in tanks and vertical pipes. Flak—Intense light flak and machine gun fire was encountered continuously from about half way between I.P. and target. Guns were manned and were waiting for this Group. Fighters—12-15 ME 109s and several unidentified twin engine E/A. These a/c were circling formation and attacking crippled a/c. No attacks on this a/c. Several flak holes in this a/c. On way in one fighter was observed about half way between coast and target; circled the formation once but did not attack. On way out 10-15 bursts of flak were encountered over coast line. Shortly after target, a B-24, Capt. Houston, pilot, #995-C, was observed to go into a steep climb and stall at 1,000 ft. 3 parachutes opened; plane fell off on one wing and crashed.
1750			Landed at Benina.

**Our First Year**

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DATE 1 Aug 1943	SQUADRON 68th	P 1st Lt. D.W.Alexander
TYPE OF A/C B-24 D		CP F/O H.S.Gentry
A/C NUMBER 225 (41-24225)		N 2nd Lt. R.L.Fisher
A/C LETTER Bar T		B 2nd Lt. R.H.Bowyer
LWG TIME UP 0445G		E T/Sgt. B.G.Gearhart TT
		R T/Sgt. L.M.Petrie
		AE S/Sgt. M.J.Balazovich
		S/Sgt. J.A.Nosal RWG
		G S/Sgt. J.M.Goza TG

TIME DOWN 1800                      AIRDROME OR L.G.

TOTAL TIME 13 hr 15 min                      Benina

TYPE OF CLOUD	MAP/CHART
AMOUNT OF CLOUD	Special target maps.
VISIBILITY	

TASK OR DUTY      Ploesti Refineries-Blue

TIME	HEIGHT	PLACE	NARRATIVE
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0445			Took off to #3 position, 1st element, 3rd flight.
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1315	Target		Dropped 3 X 1,000 lb. GP with 1 hr fusing. Axis of run-137 degree. Aiming point—Power House. SW corner of Blue Target. Bombs were observed in target. Toggled out at minimum interval. Flak—Intense machine gun and light flak; believed some heavy flak was fired. Fighters—15 single engine; 5 twin engine. No attacks on this a/c.
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1800			Landed at Benina.
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## Our First Year

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DATE 1 Aug 1943	SQUADRON 68th		P Capt. W.T.Holmes
			CP F/O D.E.Fribley
TYPE OF A/C B-24 D			N 2nd Lt.A.J.Piccolo
			B 2nd Lt.A.G.E.Bargeman
A/C NUMBER 211 (41-24211)			E S/Sgt. E.L.Carlson TT
			R S/Sgt. T.A.Laskowski
A/C LETTER U			AE S/Sgt. N.B.Smith LWG
			G S/Sgt. G.E.Ackley RWG
TIME UP 0449			G S/Sgt. P.H.McAtee TG
TIME DOWN 1805	AIRDROME OR L.G.		
TOTAL TIME 13 hr 16 min	Benina		
TYPE OF CLOUD None over target.	MAP/CHART		
	Tops of Cu 13/14,000		
VISIBILITY Hazy over mountains	Special target map.		
TASK OR DUTY Ploesti Refineries-Blue			
TIME	HEIGHT	PLACE	NARRATIVE
0449			Take-off to #1 position, 2nd element, 3rd flight. Lead ship over western portion of Blue target.
1210	150'	Target	Dropped 3 X 1,000 lb. GP with 1 hr. fusing. Axis for run- 125 deg. Aiming point—Power House SW corner of target. Bombs toggled out. Bombing results unobserved. Flak-Intense light machine gun and some light flak from I.P. to target. Fighters— 15-20 ME 109s and ME 110s, silvery gray in color. Observations—One E/A apparently watching the formation over Greece on way in. Radio jamming with a clicking noise. RWG and Navigator strafed A.A. batteries. Observed 1 B-24 about five miles west of target on ground; 1 man out waving a shirt, two other men in grass. Observed Bar G with fire burning fiercely between #1 and #2 engines just over the target. Just over the target 1 ship ahead and to the left pulled up steeply; 2 or 3 chutes came out.
1239			Two men observed parachuting from a/c ahead. No report as to what happened to a/c referred to.
1805			Landed at Benina.

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DATE 1 Aug 1943	SQUADRON 68th	P 2nd Lt. G.P.Martin
TYPE OF A/C B-24 D		CP 2nd Lt. E.V.Hawkins
A/C NUMBER 731 (42-40731)		N 2nd Lt. E.H.Heyer
A/C LETTER R ?		B 2nd Lt. J.F.King
TIME UP 0450		E T/Sgt. H.R.Snead
TIME DOWN 1812	AERODROME OR L.G.	R T/Sgt. J.A.Shelton
TOTAL TIME 13 hr 22 min	Benina	G S/Sgt. E.N.Whitman LWG
TYPE OF CLOUD Scattered Cu.	MAP/CHART	G S/Sgt. J.F.Johnson RWG
AMOUNT OF CLOUD 4/10	Special target map.	G S/Sgt. W.J.Gaffney TG
VISIBILITY Good		

TASK OR DUTY Ploesti Refineries-Blue

TIME	HEIGHT	PLACE	NARRATIVE
0450			Took off to #2 position, 2nd element, 3rd flight. Crossed target in the same position.
1215	150'	Target	Dropped 3 X 1000 lb. American GP bombs, 1 hr. delay fuse, and 2 boxes of incendiaries, Axis of attack—137 deg: Aiming point—distillation plant west side of Blue target. Incendiaries fell short, but bombs were on target. Flak—Intense light flak and machine gun fire, beginning about six miles short of target and continued for several minutes after target. This crew believes that some heavy flak was fired, as large shell bursts were observed. Fighters—Observed approx. 15 ME 109F's, silver in color, attacking formation in pairs. No attacks on this a/c. Mechanical failures-Guns in top turret would not fire. Observations—On return trip observed 2 A/Ds near Berat/ About fifteen fighters on the ground. A few bursts of heavy flak encountered.
1812			Landed at Benina.

**Our First Year**

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DATE 1 Aug. 1943	SQUADRON 68th	P	Capt. R.B.Houston
TYPE OF A/C B-24 D		CP	1st Lt. L.V.Girard
A/C NUMBER 995 (42-40995)		N	2nd Lt. W. Scott
A/C LETTER C		B	S/Sgt. C.G.McMakin
TIME UP		E	S/Sgt. W.B.Schoer
TIME DOWN	AERODROME OR L.G.	R	T/Sgt. S.F.Sevick
TOTAL TIME	Benina	AR	T/Sgt. J.F.Ward LWG
TYPE OF CLOUD	MAP/CHART	G	S/Sgt. C.W.Carlton RWG
AMOUNT OF CLOUD		G	S/Sgt. M.L.Spears TG
VISIBILITY			
TIME HEIGHT TARGET	NARRATIVE		
	Unreported. Believed shot down at target after bombing.		

**Our First Year**

**HEADQUARTERS  
NINTH U.S.AIR FORCE**

**GENERAL ORDER  
NO. 90  
16 September 1943**

**APO 696, c/o Postmaster  
New York, New York**

**AWARDS TO THE 44TH BOMBARDMENT**

**GROUP (H)**

**Section IV.....Awards to the 68th Bombardment Squadron**

**SECTION IV**

1. By direction of the President, under the provisions of the Act of Congress approved 9 July 1918 (Bull.43 W.D.1918), and in accordance with authority delegated by the War Department, a Distinguished Service Cross is awarded to the following named officers:

**JOHN H. DIEHL, JR., 0-427313, Captain, 68th Bombardment Squadron, 44th Bombardment Group (H).** For distinguishing himself by extraordinary heroism in operations against the Ploesti Oil Refineries of Rumania on 1 August 1943. As Commanding Officer of the 68th Bombardment Squadron, Captain Diehl piloted the lead aircraft in a formation of B-24 type aircraft that attacked a highly important oil refinery at extremely low altitude. Because of the nature of the target it was imperative for the lead pilot to follow an exact course to and over the target. Some fifteen miles before reaching the objective, Captain Diehl's aircraft was subjected to heavy point blank anti-aircraft and machine-gun fire. Knowing that to take evasive action would disrupt the close formation, Captain Diehl, thinking only of the complete destruction of the target ahead, and with complete disregard for personal risk, kept fast to the course, leading his formation through fire and smoke straight over the target. His courageous determination and exceptional piloting skill made possible the successful bombing of the target. Residence at commission: Carlsbad Caverns, New Mexico.

**REGINALD H. PHILLIPS, 0-435703, Captain, 68th Bombardment Squadron, 44th Bombardment Group (H).** For distinguishing himself by extra-ordinary heroism in operations against the Ploesti Oil Refineries of Rumania on 1 August 1943. In a minimum-level attack upon a vital enemy installation made by B-24 type aircraft, Captain Phillips was leading the second element of his squadron over the exacting course required by the intricate nature of the target, when his plane was subjected to heavy point-blank gunfire from ground emplacements. Realizing that to take evasive action might jeopardize the success of the mission, Captain Phillips bore directly to the target, leading his element through heavy smoke and fire to a brilliant destruction of the target. His devotion to duty, his skillful maneuvering of his aircraft, and his complete disregard for aught but the success of his task, are a tribute both to himself and the Army Air Forces. Residence at commission: Evansville, Indiana.

2. By direction of the President, under the provisions of the Act of Congress approved 9 July 1918 (Bull. 43, W.D. 1918) and in accordance with authority delegated by the War Department in AR 600-45 par. 6 (2), the following named officers are cited for gallantry in action and are awarded the Silver Star Decoration.

**WALTER T. HOLMES, JR., 0-437615, Captain, 68th Bombardment Squadron, 44th Bombardment Group (H).** For gallantry in action while participating in operations against the Ploesti Oil Refineries of Rumania on 1 August 1943. Captain Holmes was leading his element in the formation of an attack that was carried out at minimum-altitude in a B-24 type aircraft. Due to the smallness and location of the vital parts of the target, it was necessary to fly an exact course to and over the target to assure that the utmost damage be done to the refineries. Captain Holmes headed his aircraft on course at the initial point, and about fifteen miles from the target, and almost immediately was subjected to extremely intense anti-aircraft and machine-gun fire at point blank range. Captain Holmes, knowing that evasive action such as would normally be taken in a low altitude attack would disrupt the formation behind him, and thinking only of complete destruction of the target ahead, held a straight course to the target. Although the target was very nearly obscured by a smoke screen, except for the high chimneys, Captain Holmes, who realized the vital necessity of maintaining the formation as briefed, led his element directly over the target, reflecting great credit to himself and to the

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Army Air Forces.

Residence at commission: Denton, Texas.

HOWARD R. KLEKAR, 0-727350, First Lieutenant, 68th Bombardment Squadron, 44th Bombardment Group (H). For gallantry in action while participating in operations against the Ploesti Oil Refineries of Rumania on 1 August 1943. Lieutenant Klekar served in the capacity of bombardier on the lead aircraft of a formation of B-24 type aircraft which made a minimum-altitude raid on a very important enemy oil installation. In the face of point-blank anti-aircraft fire during the extremely difficult and dangerous bombing run, Lieutenant Klekar displayed exceptional calm, determination, and technical skill in leading the formation to the target which was successfully destroyed. His great ability and gallant courage largely contributed to the achievements of his formation. Residence at commission: Cedar Rapids, Iowa.

ROBERT J. STINE, 0-662388, First Lieutenant, 68th Bombardment Squadron, 44th Bombardment Group (H). For gallantry in action while participating in operations against the Ploesti Oil Refineries of Rumania on 1 August 1943. As navigator of the lead ship of a formation of B-24 type aircraft that took part in a vital attack on an important enemy oil refinery, Lieutenant Stine showed exceptionally great calm, determination and technical skill in leading the formation during the long and difficult trip across rugged, mountainous terrain and through bad weather directly to the target. Although faced with intense enemy opposition, Lieutenant Stine did not falter in his task, and the success of the mission was in a measure due to his courage and perseverance. Residence at commission: Edna, Kansas.

3. By direction of the President, under the provisions of the Act of Congress approved 2 July 1926 (Bull. 8 W.D.1926) and in accordance with authority delegated by the War Department, a Distinguished Flying Cross is awarded to the following named officers and enlisted men.

For distinguishing themselves by extraordinary achievement while participating in operations against the Ploesti Oil Refineries of Rumania on 1 August 1943. During this extremely important attack made upon enemy oil refineries, these officers and enlisted men of the 68th Bombardment Squadron, 44th Bombardment Group (H), participated in the longest flight ever undertaken by so large a number of B-24 type aircraft. The mission was rendered doubly hazardous by the fact that the attack was made at minimum altitude and that target area was very strongly defended by both anti-aircraft and machine-gun installations and numerous fighter craft. By their alertness, prompt actions and splendid performance of their duties on this extremely hazardous mission, these officers and enlisted men were largely responsible for the successful outcome of this mission.

GEORGE P. MARTIN 0-666328 2nd Lt Residence at commission: Goose Creek, Texas

WILLIAM D. HUGHES 0-727993 1st Lt Residence at commission: Austin, Texas

DAVID W. ALEXANDER 0-376286 1st Lt Residence at commission: Hot Springs, Virginia

EUNICE M. SHANNON 0-665349 1st Lt (M.I.A.) Next of kin: (Father) Granbury, Tx.

ROWLAND B. HOUSTON 0-727991 Capt. (M.I.A.) Next of kin: Mrs. Maria G. Houston  
(Wife) Long Beach, CA

EARLE V. HAWKINS	0-740805	2nd Lt. Maumee, Ohio
EDWIN H. HEYER	0-673565	2nd Lt. Chicago, Illinois
JOHN F. KING	0-734925	2nd Lt. Santa Rosa, California
HARRY R. SNEAD, JR.	13080788	T/Sgt. Philadelphia, Penns.
JACK A. SHELTON	35358135	T/Sgt. Terre Haute, Indiana
EDWARD N. WHITMAN	35306039	S/Sgt. Cleveland, Ohio
JOHN F. JOHNSON	13035494	S/Sgt. Saltville, Virginia
WILLIAM J. GAFFNEY	12143699	S/Sgt. Brooklyn, New York
DONALD E. FRIBLEY	T-190652	F/O Columbus, Ohio



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ANTHONY J. PICCOLO	0-670165	2nd Lt. Amana, Nebraska	
ALLEN G.E. BARGEMAN	0-730765	1st Lt. Davenport, Iowa	
EDWIN L. CARLSON	13039285	S/Sgt. (M.I.A.) Next of kin:	Edwin Carlson (Father) 315 Ann St. McKeesport
NICK B. SMITH	35456291	S/Sgt. (M.I.A.) Next of kin:	Grace Smith (Mother) Cincinnati, Ohio
GORDON E. ACKLEY	17035928	S/Sgt. Mankate, Minnesota	
THOMAS A. LASKOWSKI	6853902	T/Sgt. Scranton, Pennsylvania	
WILLIE B. WEANT	0-729938	1st Lt. China Grove, N.C.	
ROBERT C. PETERSON	0-730293	1st Lt. Ogden, Utah	
GEORGE R. HULPIAU	0-728486	1st Lt. Spokane, Washington	
WILLIAM J. GATES	17020494	S/Sgt. Kansas City, Kansas	
MELVIN J. COLE	11012152	T/Sgt. Waterbury, Connecticut	
ALPHONSE J. TERWEY	37281321	S/Sgt. Minneapolis, Minnesota	
JOHN (NMI) MERRIGAN	10601009	S/Sgt. The Bronx, New York	
RAYMOND E. HAMLYN	0-740179	2nd Lt. Reno, Nevada	
HOMER S. GENTRY	T-190633	F/O Fort Worth, Texas	
ROBERT L. FISHER	0-730244	1st Lt. Downey, California	
ROBERT H. BOWYER	0-733519	2nd Lt. Phoenix, Arizona	
BILL G. GEARHART	38100940	T/Sgt. Marfa, Texas	
LOUIS M. PETRIE	35350939	T/Sgt. Westport, Indiana	
MICHAEL J. BALAZOVICH	33014249	S/Sgt. Coaldale, Pennsylvania	
JOHN A. NOSAL	17029288	S/Sgt. Bettendorf, Iowa	
THEODORE B. SCARLETT	0-660006	1st Lt. (M.I.A.) Next of Kin:	Edith Scarlett(Mother) Erie, Pennsylvania
CARL O. HAWORTH	0-794004	1st Lt. Armstrong, Iowa	
ROBERT J. LEHNHAUSEN	0-728890	1st Lt. Peoria, Illinois	
GEORGE W. TEMPLE	0-797243	2nd Lt. (M.I.A.) Next of Kin:	Mrs. George C.Temple New Dorp, New York
ELWOOD B. COLLINS	0-733533	2nd Lt. (M.I.A.) Next of Kin:	Edna Collins (Mother) Columbia, Pennsylvania
DENNIS E. SLATTERY	11018906	T/Sgt. (M.I.A.) Next of Kin:	Mary Driscoll (Sister) Miller Falls, Mass.
CLARENCE H. ROTHROCK	39453241	Sgt. (M.I.A.) Next of Kin:	Thelma Rothrock (Wife) Spokane, Washington
CLARENCE W. STRANDBERG	17025880	T/Sgt. (M.I.A.) Next of Kin:	John Strandberg(Father) Minneapolis, Minn.
CLAYTON E. HELLER	19058569	S/Sgt. (M.I.A.) Next of Kin:	Parmer Heller (Father) Concordia, Kansas
ROBERT I. VOGEL	35310805	S/Sgt. (M.I.A.) Next of Kin:	Elsie Darman (Sister) Youngstown, Ohio
COLEMAN S. WHITAKER	0-885920	2nd Lt. (M.I.A.) Next of Kin:	Mrs Coleman R. Whitaker (Mother) Route 2. Petersburg, Tennessee
EUGENE P. VICKERY	0-794077	1st Lt. (M.I.A.) Next of Kin:	Gennie Vickery (Wife) Canajoharie, New York
FRANCIS A BAUMAN	39020115	T/Sgt. (M.I.A.) Next of Kin:	Mrs. Cathrine Bauman (Mother) 9217 Klima St Los Angeles, California
EUGENE L. GRIMES	6273409	S/Sgt. Cleveland, Oklahoma	
ROBERT M. SMITH	13027651	M/Sgt. (M.I.A.) Next of Kin:	Margaret Murray (Aunt) 5009 Pentridge St. Philadelphia, Penn.
ROBERT J. REASONER	34242418	S/Sgt. (M.I.A.) Next of Kin:	Eugene F. Reasoner (Father) Route 2 New Plymouth, Ohio

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LOUIS V. GIRARD	0-885283	1st Lt. (M.I.A.)	Next of Kin: Mr. Will J. Girard (Father) RFD #3, West, Texas
WILLIAM (NMI) SCOTT	0-796608	2nd Lt. (M.I.A.)	Next of Kin: Mrs. William H. Scott (Mother) Clifton, N.J.
CHARLES G. MCMACKIN	11047450	S/Sgt. (M.I.A.)	Next of Kin: Mrs. Elizabeth McMakin (Mother) Revere, Mass.
WALTER B. SCHOER	39826757	S/Sgt. (M.I.A.)	Next of Kin: George Schoer (Father) Holstein, Iowa

4. By direction of the President, in addition to the Distinguished Flying Cross awarded to the following named officers and enlisted men of the 68th Bombardment Squadron, 44th Bombardment group (H), as published per competent authority, a Bronze Oak-Leaf Cluster is awarded to them under the provisions of the Act of Congress approved 2 July 1926 (Bull. 8, W.D. 1926) and in accordance with authority delegated by the War Department:

For distinguishing themselves by extraordinary achievement while participating in operations against the Ploesti Oil Refineries of Rumania 1 August 1943. During this extremely important attack made upon enemy oil refineries, these officers and enlisted men of the 68th Bombardment Squadron, 44th Bombardment Group (H), participated in the longest flight ever undertaken by so large a number of B-24 type aircraft. This mission was rendered doubly hazardous by the fact that the attack was made at a minimum altitude and the target area was very strongly defended by both anti-aircraft and machine-gun fire and numerous fighter aircraft. Yet so exemplary was the flying skill and determination of these officers and enlisted men that the operations were crowned with high success. Their achievements are a tribute to the Forces in which they serve.

GEORGE R. JANSEN	0-727998	1st Lt.	Sacramento, Calif.
STEPHEN F. SEVICK	12044639	T/Sgt. (M.I.A.)	Next of Kin: Mary Sevick (Mother) Pittsburgh, Penn.
TAUNO I. METSA	36167686	T/Sgt.	Detroit, Michigan
ISSAC A. FLESHER	16053266	T/Sgt.	Towanda, Illinois
EDWARD F. BOWDEN	14002158	S/Sgt.	Glannare, Louisiana
GEORGE L. GREEN	36070105	S/Sgt.	Jerseyville, Ill.
CARL L. CLELAND	35401281	S/Sgt.	Sunbury, Ohio
GEORGE W. GUILFORD	14035289	T/Sgt. (M.I.A.)	Next of Kin: Manie E. Guilford (Mother) Route 2, Newton, Alabama
PATRICK H. MCATEE	35041343	S/Sgt.	Henderson, Kentucky
WILLIAM G. MORTON	6953931	T/Sgt.	Grand Jctn, Colo.
JAMES M. GOZA	38208089	S/Sgt.	Malvern, Arkansas
HERBERT M. LIGHT	0-727354	Capt.	Long Beach, Calif.
FRANK E. CROSS	14059223	T/Sgt.	Red Devil, Alabama
DONALD H. INGRAM	39164255	T/Sgt.	Los Angeles, Calif.
HENRY G. HAYES JR	14058968	S/Sgt.	Cotton Valley, LA.
JACK O. BANTA	20833913	S/Sgt.	Bramen, Oklahoma
CORWINE C. HUFF	15018435	T/Sgt.	Steubenville, Ohio
JOE F. WARD	34107345	S/Sgt. (M.I.A.)	Next of Kin: Mr. Gellet Ward (Father) Slocomb, Alabama
CLYDE W. CARLTON	14037452	S/Sgt. (M.I.A.)	Next of Kin: Mr. Mack T. Carlton (Father), Lexington, N.C.
MILFORD L. SPEARS	37136575	S/Sgt. (M.I.A.)	Next of Kin: Zetta Spears (Mother) Springfield, Mo.

## Our First Year

### 13 August 1943 WIENER NEUSTADT, Austria

The object of this mission was the Messerschmidt 109 factory. Twenty three A/C from the Group, of which the 68th sent eight A/C, attacked this target. This was a very long flight to and from the target area—lasting for over twelve hours. The 68th suffered no casualties on this mission, but one A/C was crash-landed in Sicily when it ran out of fuel. This crash-landing was very daring and a notable achievement by the pilot, 1st Lt. Robert J. Lehnhausen. The target was hit with very good results after the Group battled through the enemy defenses of flak and EAC. Twenty one A/C landed in Tunis, one in Palermo, Sicily, and the other crash-landed in Sicily. All eventually returned to the base at Benina.

A/C numbers and Pilots were:  
788 Lt. William D. Hughes  
731 Lt. Willie B. Weant  
373 Lt. Eunice M. Shannon  
071 Lt. George R. Jansen  
211 Lt. Robert J. Lehnhausen  
225 Lt. David W. Alexander  
699 Capt. Reginald M. Phillips  
813 Lt. Joseph D. Kessler

A/C #211, piloted by 1st Lt. Robert J. Lehnhausen, made a daring landing in Sicily when his aircraft ran out of fuel. This forced landing took place on a small landing strip hedged in by rocky terrain and the strip was all pocked with craters from previous bombings by Allied planes while in enemy hands. Lt. Lehnhausen landed his A/C with such skill that none of his crew was injured and the plane suffered only minor damages. One EAC was destroyed by the 68th on this mission while an additional two were destroyed by gunners from other squadrons.

S/Sgt. G.L. Kelsey, flying in A/C#699, destroyed an ME 109.

### 16 August 1943 FOGGIA, Italy

Twenty three A/C of the 44th bombed the target with good results. The 68th sent up five A/C on this mission. One of our A/C failed to return due to fire that broke out in the plane. Most of the crew members bailed out. The group met with fierce enemy resistance in the way of stiff enemy flak and EAC attacks. The enemy did not get off too lightly, how-

ever. Eight EAC were claimed by the gunners of the 68th.

A/C numbers and Pilots were:  
225 Lt. David W. Alexander  
788 Lt. William D. Hughes  
813 Lt. Willie B. Weant  
699 Capt. Reginald H. Phillips  
373 Lt. Eunice M. Shannon (MIA)

EAC Claims for the 68th Gunners:

T/Sgt. Dennis E. Slattery  
A/C #373 destroyed an FW 190, destroyed an ME 109.  
S/Sgt. Robert I. Vogel  
A/C #373 destroyed an FW 190, destroyed an ME 109.  
T/Sgt. Bill G. Gearhart  
A/C #225 destroyed an ME 109.  
S/Sgt. James M. Goza  
A/C #225 destroyed an ME 109.  
T/Sgt. William G. Morton  
A/C #788 destroyed an ME 109.  
Lt. Robert C. Peterson  
A/C #788 destroyed an ME 109.

A/C 42-40373 Z, *NACHEZ BELLE*, had the following men on board:

P	1st Lt. Eunice M. Shannon	0-665349
	Cranbury, TX	
CP	2nd Lt. George P. Hersh	0-670542
	Kansas City, MO	
N	1st Lt. George W. Temple	0-797243
	New Dorp, NY	
B	2nd Lt. Elwood E. Collins	0-733533
	Columbia, PA	
E	T/Sgt. Dennis E. Slattery	11019806
	Miller Falls, CT	
RO	T/Sgt. Clarence Strandberg	17025880
	Minneapolis, MN	
WG	Sgt. Clarence H. Rothrock	39453341
	Spokane, WA	
WG	S/Sgt. Clayton E. Heller	17058569
	Concordia, KS	
HG	S/Sgt. Nick B. Smith	35456291
	Cincinnati, OH	
TG	S/Sgt. Robert I. Vogel	35310805
	Youngstown, OH	

MACR 3558 Crew bailed out except Hersh, Heller and Smith. Heller and Smith were KIA and Hersh had left his parachute behind his seat and was not able to go back for it due to the fire. Shannon offered to share his chute but Hersh refused saying it was his own fault and he would not jeopardize Shan-

non's chance of survival. He was last seen standing on the catwalk.

Statement by 2nd Lt. George W. Temple:

Our plane was about a mile behind, four minutes after the target. We were attacked by 24 yellow nose FW 190s. The attacks came in from three, six, and nine o'clock level, and pressed home almost to our wing tips.

The first 20mm. shell hit the flight deck near the radio and set the upholstery and other flammable material on fire. The next thing I knew, two engines were burning and we started down in a long glide. All the way down we were under attack. On the way down Sgt. Smith, on the belly gun and Sgt. Heller on one of the waist guns were killed by enemy fire. Smith got two enemy aircraft before he was killed, Vogel, the tail gunner, got three, Slattery, in the top turret, got two, and one of the waist gunners, Rothrock, got two more. At 18,000 feet the pilot gave the bail out signal; our intercom had been shot away. He did a grand job of trimming up the ship and giving everyone a chance to get clear before he left his post. We all jumped except the two dead men and the co-pilot. I do not know why he did not jump. I opened the emergency nose-wheel and bailed out. I figured I wanted a minute before opening my chute and I was afraid that I would get excited and open up too soon, so as I fell I followed the second hand on my watch with my finger. When it had been around once I pulled the cord and she opened up nicely. I was coming down in a valley with mountains all around me, but the last fifty feet seemed to come up in a rush and as I miscalculated the slope on which I landed, my left ankle broke. It seemed only a minute until an Italian farmer with a shotgun appeared over the top of the hill. He got me on a mule and took me to a main road where a truck was waiting. The truck took me to the local police station in the town of Atella. The police took my name, rank, and serial number. When I refused to answer other questions they did not press me further.

They had a doctor who looked after the wound. With me at this time was Lt. Shannon, who had a minor bullet wound, Lt. Collins, S/Sgt. Strandberg, who had some 20 mm. fragments in his right leg, Sgt. Vogel, who had minor bullet wounds and two sprained ankles,

and Sgt. Rothrock, who had a bullet wound through his foot. We spent the night in the police station and the next day we were taken to Patenza. I was removed to the Provincial Hospital of Saint Carlo, about a mile north of Patenza, which was run by some Catholic sisters. They treated us well, but their facilities were very limited.

We were here until the 10th of September on which day the hospital was bombed by the American forces, who were after the road junction and rail yards in town. In the hospital with me at this time were Sgt. Rothrock and Sgt. Vogel.

When the bombers came over on the tenth, our hospital was right on their bomb run, and a short must have gotten us. The room next to me was bombed out and the stairway was bombed. We succeeded in scrambling out on some telephone lines. We went up to the hills to spend the night and get out of the bombing, which was terrific. Next morning, we came back to town and the police picked us up again. We spent the night in jail. The following morning the Italians came in and told us we were free to go or to stay, as we wished. They offered to protect us if we cared to stay, and advised us to do so as the neighborhood was full of Germans. This we decided to do.

On the 17th of September, three Germans armed with tommy guns came in. They had seen a khaki uniform on a couple of us and thought we were some friends of theirs and came in looking for us. There were two of us Americans in the room when they came in. They asked where their friends were and we pointed to the rear of the building. They went back there and the Italians told them their friends were gone and gave them some food and drink and finally got rid of them. The Italians had, in the meantime, hidden the other three Americans and given them pistols and hand grenades to defend themselves with in case they were discovered. The Germans went out and piled into a truck and we had considerable difficulty dissuading a couple of our boys from tossing in a couple of hand grenades with them.

On the 18th of September we went back into the cells, locking ourselves in when the Germans came around searching for weapons. At 1530 the planes dive-bombed. They literally

## Our First Year

circled the building and some of the bombs hit within fifty feet. After this happened, the Italians had had enough and decided to leave, so we decided to shove off also. The Italians gave us guns, food and clothing and a safe conduct letter. Knox, who was also wounded, and I struck out together, feeling it was unfair to hold up the uninjured members of the party. By this time the British were bombing the place regularly at 2200 hours. In the shape we were in, we had quite a time getting up into the hills before the bombing started. We finally made it and spent the night in the mountains. We had agreed to try to meet the others at a farm up there. When we got around there the next day, from what the farmer said, it seems they had been there, but had gone. The farmer was friendly and fed us and we struck off south. On the way, we fell in with an Italian officer and he gave us directions for joining the American troops. Later on we met five or six Italians who were traveling the same way and, after a couple of close shaves, we got through the German lines. We finally stopped to rest when Knox felt he could go no further. But we had hardly laid down before five twenty-five pound shells came over and changed our minds for us, so we shoved off again. Later in the afternoon we saw a number of motor vehicles across a ravine and I thought they were Americans. I couldn't be sure so we spent the night in the hills.

Early in the morning, we saw a farmer coming with a tall blond fellow, whose uniform we did not recognize. I had my hand on my gun and was about ready to let him have it, when he spoke to us in English. He was a Canadian.

On the 25th Lt. George W. Temple flew down to Tunis, and then was able to get back to the 68th.

T/Sgt. Strandberg, upon reporting back to the base after his escape from Italy, stated that Lt. Shannon said that Lt. Hersh had left his chute behind his seat, walked to the catwalk and found out he had no chute. He was unable to go back to get it because of the fire in the radio compartment. When last seen, he was standing on the catwalk. Lt. Shannon further stated that Lt. Hersh refused to share Shannon's chute, saying that it was his own fault and he would not jeopardize Lt. Shannon's chance of survival.

Lt. Temple, S/Sgt. Strandberg, and S/Sgt. Vogel, have since managed to escape and report to the Squadron at Shipdham.

**19 August 1943**  
**FOGGIA, Italy**

This mission was a milk run compared to the previous encounters at this target. The 68th sent up five A/C on this mission. The target was hit with very excellent results. No EAC were engaged or seen, but heavy inaccurate flak was met.

A/C numbers and Pilots were:  
699 Capt. Reginald Phillips, GP Lead  
731 Capt. George Martin  
813 Lt. Willie Weant  
071 Lt. George Jansen

**21 August 1943**  
**CANCELLO, Italy**

The 68th sent up four A/C on this mission. The target was hit with good results. Approximately thirty A/C of the enemy were met, and the 68th gunners claimed four of them as destroyed.

A/C numbers and Pilots were:  
731 Lt. Ben Gildart  
813 Lt. Willie Weant  
225 Lt. David Alexander  
788 Lt. Robert Lehnhausen

EAC Claims for the 68th  
S/Sgt. C.M. Ross,  
A/C 813, destroyed an ME 109.  
T/Sgt. W.G. Morton,  
A/C 788, destroyed TWO ME 109s.  
S/Sgt. J. Merrigan,  
A/C 788, destroyed an ME 109.

**22 August 1943**

The following Combat Crewmen, having flown twenty five or more combat missions, arrived back at Shipdham:

T/Sgts. Frank E. Cross, Herbert H. Gentry, Donald H. Ingram, Tauno I. Metsa, Corwine C. Huff, Patrick H. McAtee, Jr.; S/Sgts. Carl E. Cleland, George L. Green, Jack O. Banta, Edward F. Bowden, Henry G. Hayes, Jr., and Captain Robert J. Stine. All of these men returned to the Zone of the Interior, with the exception of Patrick McAtee, who remained at Shipdham to become an instructor in the Synthetic training department under Lt. Leonard Ludwick.

26th August 1943

Orders were received for the 44th Bomb Group to return to the "Home Base" at Shipdham. Gear was packed, and the planes loaded and made ready for the long trip back to England.

On the 29th of August, Captain Diehl was promoted to Major and 2nd Lts. Homer E. Brown and Harold Van Der Linde, Carl C. Bolick, Joseph J. Brown, Thomas Graham, and William A. Riche were assigned and joined the squadron.

Sgts. Manuel Weems, Chester R. Wolfe, Joseph A. DeTota, and Morton S. Rifkin, all on DS, were interned in Portugal.

Some of the other men who joined the squadron during the month of August were: James W. Caskey, Jr., Thomas Grogman, Edward E. Kopko, Roy P. May, Jr., George E. McAlister, Lawrence Perrine, Herman S. Pitchon, Douglas Ratledge, and Arthur C. Ruhl.



A relaxed lunch. The left side shows Nicholas Carsella, Lou Rabesa, Unknown, Robert Doucette. On the right side, Herbert Hedinger, Joe Crisman and Reece Clift.

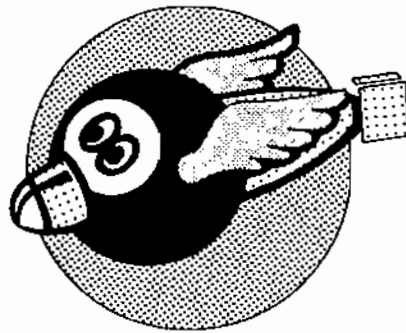


A ground crew, left to right: Howard Foley - Crew Chief, Clifford Calbert, Jack "Chiggerhead" Waites, Emil Ukens and Robert Chant. Kneeling is Robert Toles.



Left to right: James Boyer, Barton Crammer, John Wolfe, Larry Villemez and R.D. Williams.  
December 30, 1942 at Shipdham.

**CHAPTER III**  
**THE BUILD UP**





Combat personnel in November 1943.



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## CHAPTER III THE BUILD UP

SEPTEMBER 1943

Some of the aircraft stationed in the African Theater returned to the "Home Base" in England to ready for operations against the fortress of Europe, while others remained in the African Theater to further support the rapidly moving Allied forces.

During September, a total of eight operational missions were flown by the group and the squadron, three of which were diversionary missions for which no sortie credit was given, three of which were against targets in the occupied portion of Europe, and two of which were flown from the African base against Italian targets. Five additional missions were planned, and later scrubbed due to adverse weather.

On September 1st, 1st Lt. Howard R. Klekar was transferred to Group Headquarters as Group Bombardier, after having finished his tour of opera-



John H. Diehl Jr.  
Pilot/Commanding Officer

TO WEANT → tions as Bombardier. 2nd Lts. John R. Walsh and John R. Jordan, and F/O Edwin M. Ward were assigned and joined the squadron.

On September 5th, Captain Alfred C. Carr, Jr. was transferred to Group Headquarters to take charge of Group S-2. Lts. Wilmer J. Garrett and Allen G. Bargeman completed their tours of duty.

### 6 September 1943 NORTH SEA DIVERSION

This diversion was flown without incident by the following pilots and their crews:

009 Lt. Sam Williams  
731 Lt. Joseph Brown  
699 Lt. William Hughes  
813 Lt. Willie B. Weant

### 7 September 1943 LEEWARDEN, Holland

On the mission to the Leeuwarden Airdrome, the 44th Group (with the 389th Group), encountered 9/10 to 10/10 cloud over the target at 14,000 feet, so the formation turned to attack a secondary target. This was also cloud obscured. The formation then turned again and set about to find a convoy it had seen off the coast of Holland on this mission. It was found and the bombs were dropped. The convoy of ships, with escort vessels, was hit with an excellent pattern being made. The convoy was bracketed by the bombs of the two Groups, and undoubtedly many hits were scored.

A/C numbers and Pilots were:  
813 Lt. David W. Alexander  
009 Lt. Joseph D. Kessler

### 8 September 1943 ITALY SURRENDERS!!!

### 9 September 1943 ABBEYVILLE/DRUCAT, France

A mission to the Conches Airdrome was made, but instead of hitting the primary target, a secondary target was hit, Chartres, due to adverse weather over

## The Build Up



Harry "Bull" Durham - Squadron Adjutant

the primary one. The secondary target was hit with good results. Moderate but inaccurate flak was met; three EAC were encountered and all three EAC were shot down by the gunners, none of whom were from the 68th squadron.

A/C numbers and Pilots were:

225 Lt. Willie B. Weant  
009 Lt. Sam D. Williams  
071 Lt. William D. Hughes  
731 Lt. George P. Martin

On September 10th, 1st Lt. Carl O. Haworth was transferred to the 72nd Replacement Control Depot.

On September 11th, 1st Lt. Irwin Mervis was transferred to the 506th Bomb Squadron.

On September 13th, Captain Reginald H. Phillips, who piloted #699, The *LEMON DROP*, across the Atlantic and flew it on most of his missions, was transferred to the 14th Combat Wing. There were also promotions for some of the enlisted men on this date.

### 15/16 September 1943 CONCHES AIRDROME, France

This raid was on the important enemy air-drome at Conches. The bombing of the airfield, dispersal area, and repair hangars of the group was quite successful, with direct hits being made on the hangars. Flak was slight and there was no opposition from EAC.

A/C numbers and Pilots were:

731 Lt. David W. Alexander  
071 Lt. Willie B. Weant  
225 Lt. Joseph D. Kessler  
788 Lt. Ben F. Gildart (Abort)

On September 16th, 1st Lt. Russell C. Lehr was transferred to the 14th Combat Wing. Sgt. Clarence Rothrock returned to base from the mission on Foggia, Italy.

On September 17th, once again the planes, with their crews and skeleton maintenance crews, took off for a base at Tunis. The following men left the base today: Major John H. Diehl, Captain George R. Jansen, 1st Lts. David W. Alexander, Robert L. Fisher, Allen G.E. Bargeman, Willie B. Weant, Chris Sand, Theodore B. Scarlett, Eugene P. Vickery, Robert J. Lehnhausen, Robert L. Ager, George J. Kelley, Jo-



J.D. "Big Mama" Ford - Aircraft Mechanic

## The Build Up

seph D. Kessler, Robert F. Stahler; 2nd Lts. Stanley R. Nichols, Anthony J. Piccolo, John R. Jordan, Coleman S. Whitaker, Robert H. Bowyer, Sam D. Williams, Stanley J. Reich, Homer E. Brown, James R. McDonald, George P. Martin, Earle V. Hawkins, Edwin H. Heyer, John F. King, Vangelo S. Safos, Charles E. Cary, Harold J. Bellard, John J. Buckholts; F/O Homer S. Gentry, William B. Altemus; M/Sgts. Hughlette H. Salter, Ybur G. Campbell, George W. Bryant, Robert M. Smith, Claude E. Lee, Charlie C. Pigg, Frank E. Balz, Alfred A. Bagdonas, Norman N. Hale, John Zarnosky, Barton D. Cramer; T/Sgts. James F. Hamby, Lewis M. Petrie, Frank W. Gavin, Harvey G. Holmes, George W. Guilford, Francis A. Bauman, Thomas A. Laskowski, Jr., Wilson A. Riche, Melvin J. Cole, Hilbert H. Hassing, Hilmer G. Lund, Harry R. Snead, Jr., Jack A. Shelton, Freddy Scheidegger, Irvin E. Roscher, Francis M. Wood, Frank K. Ulatowski, August L. Blaschke, Lanning C. Baker, Victor A. Lopez, Archie D. Clemmons, Arthur C. Mullen, Jr.; S/Sgts. Harry C. Valot, Michael J. Balazavich, James M. Goza, Ted R. Fernbach, George L. Kelsey, Samuel Paffenroth, Edwin L. Carlson, Eugene L. Grimes, Robert J. Reasoner, Robert D. Taylor, Douglas Ratledge, Charles M. Ross, Howard F. Dart, David P. Van Dyke, Frederick A. Kenyon, George E. McAlister, John H. Carstens, William J. Gaffney, Edward H. Whitman, Cecil A. Johnson, Robert G. Pierce, John F. Johnson, Harry J. Singer, John A. Nosal, Walter E. O'Laughlin, Robert D. Storovich, Gordon E. Ackley, Ashburn L. High, Wilson P. Besse, Edward E. Dunn, Earl M. Semons; Sgts. William Ploense, Samuel H. Miller, Gardner L. Humes, Walter U. Wells, John M. Lyman, James D. Mickey, Russell Hryvniak, Milton Feldman, Haynes; Cpls. John L. Koch; S/Sgt. Harry J. Moyer, and Cpl. Clifford A. Heiss.

2nd Lt. Raymond H. Townsend assumed command of the remaining squadron.

On September 18th, Captain Walter T. Holmes, Jr. and Captain Herbert M. Light were transferred to the 2nd Bomb Division.

On the 19th the following men left for the base at Tunis: 1st. Lts. Clarence M. Dooley, William D. Hughes, Robert C. Peterson, George E. Hulpiau, Ben H. Gildart, Jr.; 2nd Lts. Raymond E. Hamlyn, Frank Davido, John R. Walsh, Harold Van Der Linde; M/Sgts. Harold L. Hill, Richard D. Williams; T/Sgts. William G. Morton, James T. Garvey, Herman L. Sapp, John R. Anderberg; S/Sgts. Alphonse J. Terwey, John C. Merrigan, Anthony D'Amico, Richard M. Burke, James M. Koontz, Roger N. Hutton; Sgts.



Chris Sand  
Squadron Engineering Officer



Herbert Woodruff - Mess Officer  
for Enlisted Mens Combat Mess



Roy Hagnes - Engineer



James Cary and Herman Pitchon  
No flying today.



Edward "Dutch" Kopko - Engineer  
Completed 17 missions of a second tour.



Charles Cary - Pilot  
Ready to have a go at East Durham.

William J. Hilty, Vernon L. Wells, Wilbur C. Todd, Fred A. Fisgus, Robert G. Chant, Lyman B. Linville, Clifford Calbert, and Cpl. Ivo DiPerio.

**21 September 1943**  
**LEGHORN, Italy**

The most successful missions of the month were flown in the African Theater against Italian targets. On the 21st, the docks and industrial canal located in Leghorn was the briefed target. With the 44th Group leading the 389th and the 93rd Groups, the mission began in rather unfavorable weather. This caused the formations to get separated. The 93rd and the 389th decided to return to their bases, but the 44th went on to the target. The target was clear, and a visual run was made. The bombs fell in an excellent pattern; the resulting effect was an excellent bombing job. Slight but inaccurate flak was encountered over the target, but no damage was made to the aircraft. Bomb patterns later showed that better than fifty six percent of the bombs fell within 2000 feet of the briefed M.P.I. The 68th sent five A/C on this mission.

A/C numbers and Pilots were:

813 Lt. Joseph D. Kessler  
009 Lt. David W. Alexander  
731 Lt. George P. Martin  
T 071 Lt. Coleman S. Whitaker  
699 Lt. Robert J. Lehnhausen (aborted mechanical problems)

**24 September 1943**  
**PISA, Italy**

A secondary target that was successfully hit from the African based planes was the Pisa Marshaling Yards. With the aircraft of the Group (five of which were sent by the 68th) encountering no flak or EAC, the bombs were dropped. The results later showed that over sixty five percent of the bombs hit the 2000 foot radius of the briefed M.P.I.

A/C numbers and Pilots were:

699 Lt. Ben H. Gildart  
788 Lt. William D. Hughes  
816 Lt. Sam D. Williams  
699 Lt. Robert J. Lehnhausen  
071 Lt. Coleman S. Whitaker

Sgt. Clarence Strandberg returned to base from the Foggia, Italy mission.

In September, the following men joined the

68th squadron: Lloyd V. Allbright, Arthur R. Anderson, Daniel G. Areford, William H. Barker, Stockton R. Bartel, Homer E. Brown, Bryson, John H. Carstens, James W. Caskey, Jr., Donald C. Duncan, Horace C. Ellis, Hilbert H. Hassing, Thomas C. Hatch, Haynes, John R. Jordon, Frederick A. Kenyon, Arthur S. Marcoullier, Alphonse Mattino, Mockley, Warren E. Moore, James R. McDonald, George E. McLister, Charles H. O'Malley, Samuel Paffenroth, Clifford Peterson, Norman J. Peterson, Stanley J. Reich, Charles M. Ross, John P. Scott, Harold L. Slaughter, August F. Smaniotto, Raymond H. Townsend, Jr., Grover C. Trumbo, Harry C. Valot, David P. Van Dyke, John R. Walsh, Edwin M. Ward, Jr., James W. Weatherford, Sam D. Williams, and Wood.

In review, enemy airdromes and enemy marshaling yards were the main objectives to be hit by this Group in both theaters. The month of operations proved to be quite successful, and one without any losses by the 68th. A total of nineteen sorties (credited) were made by the 68th during this month and four diversionary flights were made with no sortie credit.

25 SEPT. 43  
816 STAHLER

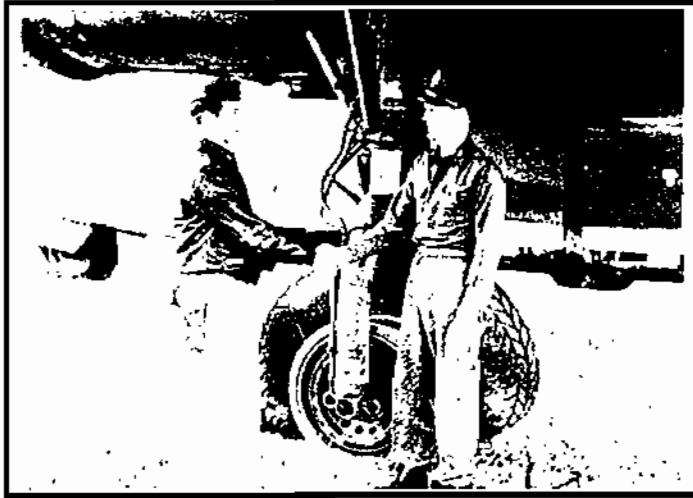
**OCTOBER 1943**

Only four accredited operational missions were flown during the month of October. One of these missions was the Wiener Neustadt, Austria raid, made from the African based planes of the 44th Group. Also, three diversionary flights were made during the month.

**1 October 1943**  
**WIENER NEUSTADT, Austria**

On this mission, bad weather was a great hampering factor. As the target area was reached, 10/10 clouds were found. A small hole in the clouds was located, too small for a completely successful bomb run; however the bombs were dropped on the intended target—the Airframe Works, but with poor results. A further contributing factor to the poor results was the intensely accurate flak that was met, and the fierce enemy fighter engagements that occurred. The 44th Group suffered a total of eight A/C lost due to enemy action. Of the losses, the 68th lost one A/C. The 44th Group bore the brunt of the enemy fighter attacks, with 55 to 75 ME 109s and 20 to 25 FW 190s attacking. Strangely enough, no aircraft was lost to these fighter engagements, but the enemy lost 43 ME 109s and 7 FW 190s, (plus 3 ME 109s as probably destroyed). The gunners of the 68th claimed 13 of these fighters.

## The Build Up



Bob Lehnhausen - C.O. talking with Joy Smith after a rough one. Smitty's ship, *FLAK MAGNET* was properly named. It was rare when this ship did not require all night maintenance to repair damage caused by flak.

The 66th Sqd. lost two A/C; the 67th Sqd. lost three A/C; the 68th Sqd. lost one A/C; and the 506th Sqd. lost one A/C. The 66th lost A/C 41-23811, *FACINATIN' WITCH*, piloted by Lt. Richard Bridges and A/C 42-72877, piloted by Lt. Thomas Hobson. The 67th lost A/C 41-23918, *BELA*, piloted by Lt. George Bronstein, A/C 42-41017, piloted by Lt. Reginald Carpenter, and A/C 42-72853, piloted by Lt. Charlie Henderson. The 68th lost A/C 41-23816, *BLACK JACK*, piloted by Lt. Coleman Whitaker and the 506th Sqd. lost A/C 42-72857, piloted by Lt. Stanley Olson.

This was the last mission to be flown from the African base for the 44th Group, a fact which was welcomed by all the men.

A/C numbers and Pilots were:

813 Lt. Willie B. Weant  
 699 Lt. Robert J. Lehnhausen  
 731 Lt. George P. Martin *STHALER*  
 225 Lt. David W. Alexander  
 788 Lt. William D. Hughes  
 816 Lt. Coleman S. Whitaker (MIA)  
 009 Lt. Joseph D. Kessler *ABANDONED TO MTO*

All these aircraft bore some marks of the fray that occurred at the target area. Both fighter and flak attacks were intense. A number of our personnel were wounded.

EAC Claims:

T/Sgt. William G. Morton Top Turret 1 ME 109 destroyed.

Sgt. George L. Humes Tail Gunner 1 ME 109 destroyed.  
 S/Sgt. George L. Kelsey RW Gunner 2ME109s destroyed.  
 S/Sgt. Richard M. Burke LW Gunner 1 ME 109 destroyed.  
 S/Sgt. Ashburn L. High LW Gunner 1 ME 109 destroyed.  
 S/Sgt. John F. Johnson RW Gunner 1 ME 109 destroyed.  
 T/Sgt. Thomas J. Laskowski LW Gunner 1 FW190 destroyed. and 1 ME 109 destroyed.  
 S/Sgt. Charles M. Ross, Jr. Tail Gunner 1 ME 109 destroyed.  
 S/Sgt. Harry C. Valot H. Gunner 1 ME 109 destroyed.  
 Lt. H. Van Der Linde Bombardier 1 ME 109 destroyed.  
 S/Sgt. Robert D. Storovich Tail Gunner 1 ME 109 destroyed.

### CASUALTIES (Injured)

S/Sgt. John F. Johnson	Hand
S/Sgt. John A. Nosal	Hands
S/Sgt. Robert D. Storovich	Back wounds
S/Sgt. Edward H. Whitman	Head and arms
S/Sgt. Gordon E. Ackley	Both legs

Missing in action A/C 41-23816 X *BLACK JACK* MACR 3312 had the following men aboard:

P	2nd Lt. Coleman C. Whitaker	0-885920
	Petersburg, TN	
CP	1st Lt. Theodore B. Scarlett	0-660006
	Erie, PA	
N	1st Lt. Eugene P. Vickery	0-794077
	Canajoharie, NY	
B	T/Sgt. George W. Guilford	14035289
	Hartford, AL	
E	S/Sgt. Edwin L. Carlson	13039285
	McKeesport, PA	
RO	T/Sgt. Francis A. Bauman	39020115
	Los Angeles, CA	
WG	S/Sgt. Anthony D'Amico	38197204
	Maringovan, LA	
WG	S/Sgt. Wilson A. Riche	32143092
	Auburn, NY	
HG	M/Sgt. Robert M. Smith	13027651
	Philadelphia, PA	
TG	S/Sgt. Robert J. Reasoner	34242418
	New Plymouth, OH	

George Guilford, bombardier, added these comments,

We were over the target and were getting hit by flak and fighters, but I didn't know to what extent. There was no communications between the crew members at that time. The navigator, Lt. Eugene Vickery, tapped me on the shoulder and motioned that he was bailing out. I didn't know anything about the rest of the crew at this time. A few seconds later, the plane took a direct hit from flak and went into a nose dive. I could not bail out. I was knocked out for a few seconds and when I came to, I was falling and I opened my chute. I could see small pieces of the plane floating around....

I was captured as soon as I hit the ground and was carried to the hospital with shrapnel wounds in my neck.

At the hospital they told me they had a crew member of mine there—and it was Bob Reasoner, our tail gunner. He was severely burned on his face and head. That is when I learned about our plane being on fire. I was hospitalized for two weeks and was then sent to Stalag 17B. I think they repatriated Reasoner a few months later. Carlson was in the same POW camp as me.

Captain John H. Diehl, Jr. completed his tour of operations today.

L.C. Baker remembers his experience of this day some forty-five years later as if it happened yesterday. He was a member of Joe Kessler's crew for the mission to Wiener Neustadt on October. 1, 1943.

*VAN DER LAANDE*  
*SAPOS, V.S.*  
 Our crew was made up of the following men: Pilot: Joseph Kessler; Co-Pilot: William Altemus; Navigator: Tony Piccolo; Bombardier: Cannot recall; Engineer: L.C. Baker; Radio Operator: Victor Lopez; Waist Gunner: John Nosal; Waist Gunner: Gordon Ackley; and Tail Gunner: Robert Storovich. We were flying A/C 009, W MARGARET ANN.

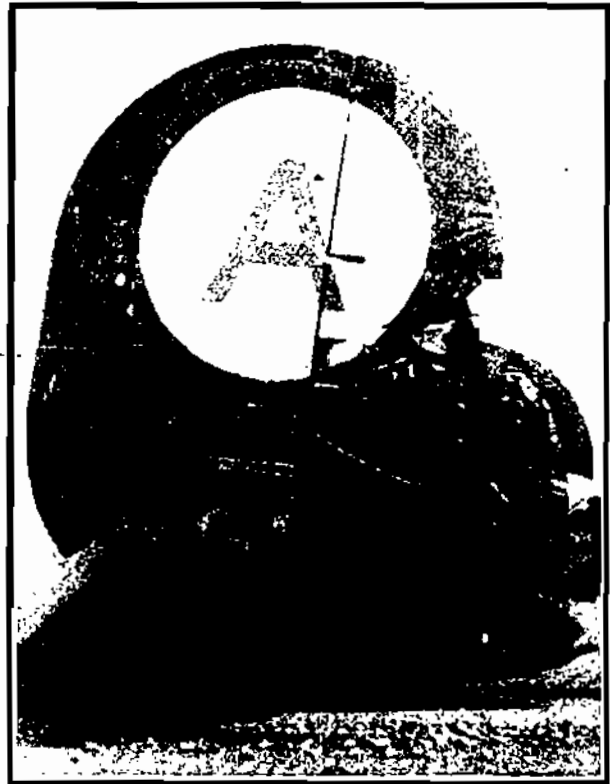
We were hit hard by both fighters and flak over the target area. Vic Lopez, who normally sat at his equipment, stepped down into the bomb bay for some reason and by doing so, escaped the flying pieces of metal from a shell that exploded in the radio compartment. A piece of something cut the back of my right flying boot but did not touch me. I was in the top turret at the time.

We took a direct hit of flak between the right waist gun and the tail. The waist gunners, Ackley and Nosal were both badly wounded in the legs. The tail gunner, Bob Storovich, was hit in the spinal area by flak.

We came out of the battle with all four engines running, but No. 1 was smoking badly. With three wounded crewmen, no radio equipment, and the hydraulic system shot out, the pilot decided we should get down as quickly as possible.

We landed on a grass runway on a field near Bari, Italy—not too far from the front—manned by Canadians flying Spitfires. On our approach, we cranked down the flaps and the landing gear saving what hydraulic pressure we had left for the brakes. The Canadians fired flares indicating we should not try to land on such a short strip. With our radio out, we had no way of telling them our problem, so we just proceeded to land.

We used all the landing strip and then some. Much to the surprise of the Canadians, we did no damage to their strip, but we did tear up a wire fence and leave some deep ruts in a tomato field beyond.



Leaving Marrakech October 6, 1943. Martin hit a stone fence with the gear and flew around until daylight so the crew could bail out and the ship be brought in for a crash-landing. There were no injuries but "HAG MAG" was sent to the salvage yard. The crew had to hitch a ride back to England via Air Transport Command. George Martin - Pilot, Earl Hawkins - Co-Pilot and Harry Snead - Engineer made a successful crash-landing.

*K* We immediately got ambulances for the wounded and they were taken to an American Field Hospital somewhere to the south of where we landed. The next day we went to the hospital to visit and determine the extent of their wounds. We were told that Gordon Ackley would have to be sent to the States for special surgery, then, no doubt, he would be discharged. I have never heard just what did happen to him. Johnny Nosal was to remain in a hospital for a couple of months. He returned to the squadron around Christmas time, 1943.

John finally went back to flying duty and was shot down on the same day I was: April 8, 1944. However, we were not on the same plane. He and I spent the rest of the war at Stalag 17B. Bobby Storovich was paralyzed from the waist down. A small piece of flak damaged his spinal column, causing the problem. We kept in touch until he died in the mid. 1950s while living in California.

The Canadian Spitfire pilots shared what they had with us. They were housed in an old tobacco warehouse that served as a mess hall and sleeping quarters. After our evening meal, we were given stretchers with short logs on which to sleep. The one I was assigned had been occupied by a pilot that was shot down a few days before we arrived.

Along about dark, the Canadian pilot who had the cot next to me came in carrying a couple of packages. He introduced himself while undoing one of the packages. It turned out that each parcel contained a bottle of Canadian Club. These pilots routinely got one bottle per month. He had received two because the Squadron was short several pilots and by the luck of the draw, he had an extra one. He'd had a hard day, and so had I. So we made the situation more pleasant by consuming most of one bottle. I had a good night's sleep but a terrible headache the next morning.

I returned his hospitality in part by giving him my fleece-lined flying suit along with the boots, one of which had been damaged by the flak. He was most grateful, because he said it was much better than anything he had.

We eventually were taken to an American Air Base where we were returned to England via Air Transport Command. What ever happened to the B-24? As far as I know it may be still sitting there.

*Editor's note: No such luck; it was repaired and then transferred to the MTO (Mediterranean Theater of Operations).*



Chuck Cary, Charlie Deurell and Edward Purcell all completed their tour of operations in mid 1944.



Major Francis Mc Duff and Captain Jim O'Brien in April 1943.



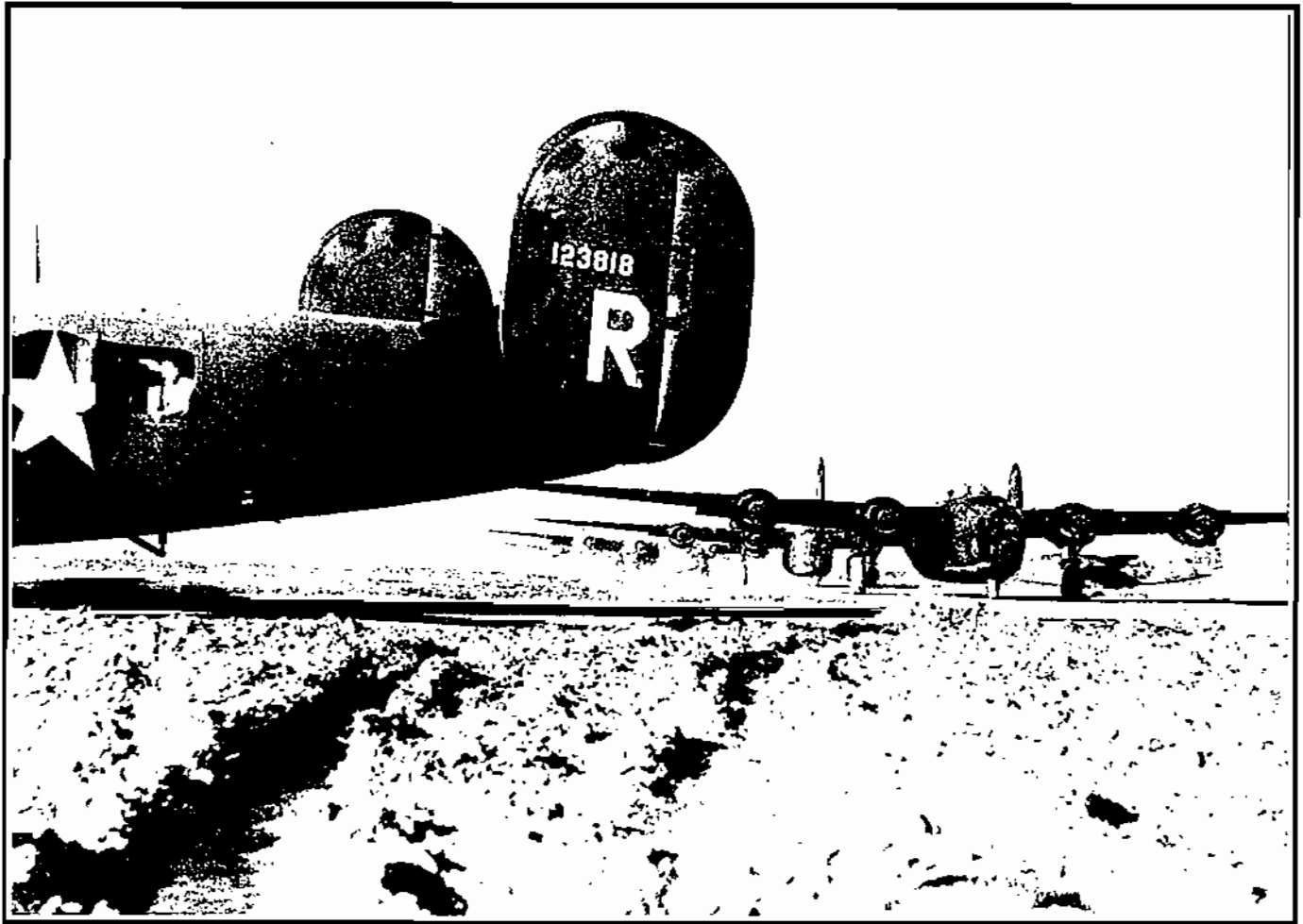
## The Build Up



Frank Ulatowski driven by Joe Mooney, our instrument gang from the 68th. After our inventory increased to twenty one A/C from the original nine, these two men still provided all the instrument maintenance necessary for the Squadron.



Some of the Ground Crew sweating em out. This was a daily routine for the Ground Crews as well as the Combat Men that were not scheduled for the day.



Waiting their turn for take-off at Shipdham.  
Note the mud along the taxi ramps. If a plane got off the taxi ramp, the mission would most likely be scrubbed. Note V for VICTORY waiting its turn in the dispersal area.

## The Build Up

HEADQUARTERS  
44TH BOMBARDMENT GROUP (H)  
Office of The Station Commander

APO 634, U.S.Army  
3 October 1943.

### LETTER ORDERS

1. PAC in Verbal Instructions from CG 2nd Combat Bomb Wing dtd 1 Oct 1943, the following named Officers and Enlisted Men of this Group will proceed by ATC fr their present temporary sta o/a 4 Oct 1943 to Marrakesh and thence to final destination in the UK. A flat per diem of six dollars (\$6.00) is authorized while traveling and while on TD at Stations where qtrs. and rations are not furnished or available. Payment when made is chargeable to the following authorities 12-40425 FSA 1942-44 1-5600 P 432-02 CTRS.

1st Lt. Harry A Durham  
1st Lt. Clarence M. Dooley  
1st Lt. Ben H. Gildart, Jr.  
2nd Lt. John R. Walsh  
Sgt. Frederick Fisgus  
Sgt. John M. Lyman  
S/Sgt. Richard M. Burke  
Sgt. Milton (NMI) Feldman  
S/Sgt. Robert I. Vogel  
2nd Lt. Charles E. Cary  
2nd Lt. John J. Buckholts  
Sgt. Roy C. Hagnes  
S/Sgt. Wilson P. Besse  
S/Sgt. Earl M. Semons  
Sgt. James D. Mickey  
S/Sgt. Edward M. Whitman  
1st Lt. Joseph D. Kessler  
2nd Lt. Vangelo S. Safos  
T/Sgt. Lanning C. Baker  
S/Sgt. John A. Nosal  
S/Sgt. Walter E. O'Laughlin  
S/Sgt. Gordon E. Ackley  
S/Sgt. Harry J. Moyer  
Capt. George R. Jansen

Capt. Alfred C. Carr, Jr.  
2nd Lt. Norman A. Vickery  
2nd Lt. Frank (NMI) Davido  
T/Sgt. Herman L. Sapp  
T/Sgt. John R. Anderberg  
Sgt. Norman B. Linville  
Cpl. Ivo F. Di Perio  
Sgt. Carl E. Bender  
1st Lt. Robert F. Stahler  
2nd Lt. Harold W. Bellard  
T/Sgt. Archie D. Clemons  
T/Sgt. Arthur C. Mullen  
S/Sgt. Edward K. Dunn  
2nd Lt. George W. Temple  
T/Sgt. August L. Blaschke  
S/Sgt. John F. Johnson  
F/O. William B. Altemus  
2nd Lt. Harold Van Der Linde  
T/Sgt. Victor A. Lopez  
S/Sgt. Robert D. Storovich  
S/Sgt. James H. Koontz  
Cpl. Clifford A. Heiss  
T/Sgt. Harvey G. Holmes  
Capt. Myron F. Sesit

By Order of Lt. Colonel POSEY,

HARRY A. DURHAM  
1st Lt., Air Corps.  
Adjutant.

OFFICIAL; (Signed)

HARRY A. DURHAM  
1st Lt., Air Corps.  
Adjutant.

**4 October 1943  
DIVERSIONARY OFF HELIOGOLAND**

813 Diversions flights are usually considered "Milk Runs," but the one that was flown on this date was anything but a "Milk Run." The purpose of this flight was to attempt to draw enemy fighters from the main effort which was directed at Frankfurt, Germany. Near Heliogoland, 30 to 50 single engine EAC attacked the Group on this diversionary flight. The 44th lost one plane when a shot-up enemy aircraft crashed into it. The 68th suffered only two personnel casualties—both wounded slightly. Lt. Arthur Marcoullier led the 44th Group, flying an A/C from the 66th Squadron. The 506th Sqd. lost A/C 42-40989, piloted by Lt. Frederick Johnston.

**CASUALTIES FROM FIGHTER ATTACKS:**

S/Sgt. Alphonse Matting RW Gunner Arm—shell splinters.

S/Sgt. Daniel C. Areford LW Gunner Right hip—shell splinters.

**EAC CLAIMS:**

Sgt. Thomas C. Hatch Top Turret 1 ME 109 damaged.

Lt. George W. Temple returned to base from the Foggia, Italy mission.

**5 October 1943**

The following men were transferred from the 392nd Bomb Group today: Lts. Harry W. Jacobs and Paul A. Jones, and Sgt. Raymond P. Heid.

**6 October 1943**

Lt. Edward R. Mitchell transferred from the 67th Sqd. today.

**9 October 1943  
GDYNIA, Germany**

A mission to the submarine slips at Danzig was planned and flown on this date, but the ship-yards at Gdynia, the secondary target, were hit instead. A personnel failure was the cause of the secondary target being hit instead of the primary target. The lead bombardier misjudged the identification of the target and in the resulting confusion toggled the bombs. The Group dropped their load off the Lead ship. The bombs fell about two miles short of the target, which was covered by a very effective smoke

screen. Flak at both of the targets was moderate and effective. Approximately 20 to 25 EAC were encountered over Sjaelland, near the Danish Coast with several of our A/C sustaining battle damage from both of the enemy attacks. Four EAC were destroyed and several probables were scored. The 68th, sending up but two A/C, had a field day at the enemy's expense. All four of the destroyed enemy planes claimed were made by the Dead Eye Dicks of the 68th. Four other EAC were claimed as probables or damaged.

**A/C numbers and Pilots were:**

971 Lt. Arthur R. Anderson

858 Lt. Arthur R. Marcoullier

The following men completed their tour of operations today: Sgts. Robert H. Wright, LeRoy Richwine, Albert E. Hill and Samuel H. DeBerry.

**EAC CLAIMS:**

S/Sgt. John H. Milojevich Tail Gunner 1 ME 110 destroyed.

S/Sgt. John F. Scott Hatch Gunner 1 ME 109 destroyed.

S/Sgt. Gordon Brandon LW Gunner 1 ME 110 destroyed and 1 JU 88 probable.

Lt. Paul A. Jones Navigator 1 ME 220 damaged.

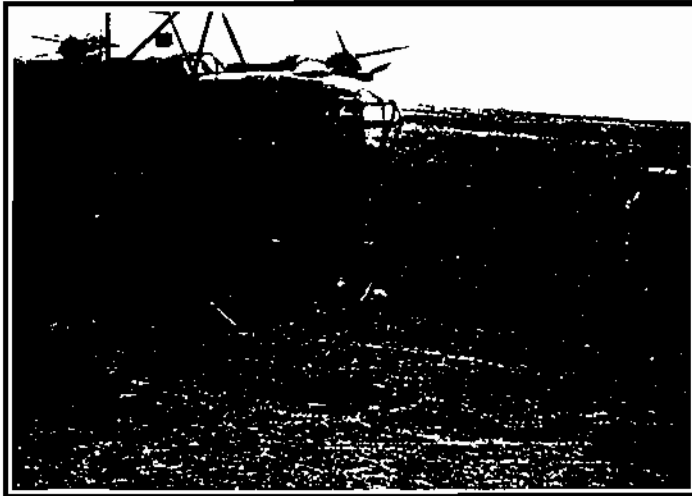
Lt. Charles O'Malley Bombardier 1 FW 190 destroyed.

Lt. Grover C. Trumbo Bombardier 1 ME 109 destroyed.

S/Sgt. Lloyd Allbright RW Gunner 1 ME 109 probable.



"C" Flight Chief - John Zarnosky and his wheels.  
The jeep was a real status symbol in those days.



Freddie Scheidegger, near camera, and John Zarnosky in front of plane, watching the unloading of personnel affects before ship was turned over to salvage crew.

**11 October 1943**

Sgt. Adolph E. Brzozowy returned to the Zone of the Interior.

**18 October 1943**

**DIVERSION OVER NORTH SEA**

Another diversionary flight over the North Sea was made and the enemy was again drawn away from the main effort. The enemy made several weak passes at the Group, but no damage was done or claims made.

A/C numbers and Pilots were:  
501 Lt. Robert J. Lehnhausen  
551 Lt. Arthur S. Marcoullier  
071 Lt. Harold L. Slaughter  
858 Lt. Joseph J. Brown

**21 October 1943**

Sgt. Carl E. Cleland was killed in an airplane crash at Sunbury, Ohio.

**28 October 1943**

Captain Robert A. Norsen completed his tour of operations today.

In October, the following men joined the 68th squadron: Victor A. Adams, Richard E. Allen, Norris S. Ballangrud, Archie D. Barlow, David A. Barlow, Charles W. Blakley, Earle E. Boggs, Gordon

G. Brandon, William Brandon, Joseph R. Breman, Frederick C. Butler, Thomas F. Capizzi, James G. Cary, Douglas E. Churchill, Warren J. Clark, John J. Cleary, Patrick J. Colosimo, Edmund F. Connors, Chester A. Crants, Michael S. Crawford, Wayne D. Crowl, Earl W. Culbertson, Herman N. Curtis, John L. Dickinson, Roy Dimay, Edward E. Dunn, Patrick J. Fries, William H. Gentry, Alexander Glaudel, Clyde F. Gordon, Rhodes C. Gordon, John W. Griffin, Hallangrud, James E. Hanson, Robert E. Hardwick, Hart, Herbert A. Hastings, Nicholas M. Heiter, Milton Hester, Jr., Frank Hock, Donald R. Hoeltke, John A. Hohenbeck, Hartwell R. Howington, Earl P. Howser, Ireland, Harry W. Jacobs, Park H. Jones, Jr., Paul A. Jones, Richard J. Kasten, Kellar, Alfred M. Klein, Charles F. Kuch, Robert L. Lee, Myron H. Longan, C.A. Martin, Chester Martin, Gary M. Mathisen, Smith J. Meador, Jr., James D. Mercer, Edward R. Mitchell, Michael P. Mitsche, Billie B. Myers, Rudy S. Myers, Jr., George E. McAlister, Donald G. McCandless, Harry H. O'Hara, Richard R. Osburn, Jack M. Ostenson, Andrew S. Palencia, O'Hara, Richard R. Osburn, Jack N. Ostenson, Andrew S. Palencia, Joseph E. Playford, Edwin J. Purcell, Purman, David C. Putnam, Clarence D. Reeves, Alvin A. Rosenblatt, Milton L. Rosenblatt, Andrew J. Ross, Herbert W. Russell, Earl M. Semons, William H. Seyler, Clair P. Shaeffer, Frank G. Shea, Charles W. Shockley, William W. Smith, Frank W. Sobotka, Jr., Roy J. Steadham, Thomas M. Tate, Leo M. Tyler, James C. Williams, Jr., Michael P. Zdonick, and Max Zuckerman.

Eight other missions were planned for this month, but these were all scrubbed due to adverse winter weather, which seemingly always arises quite suddenly. The total number of accredited missions from this month may be small in number, but it is large in experience and incidents. A total of sixteen (16) accredited sorties were made on diversionary flights. The 68th lost one A/C and crew, and sustained seven (7) battle-injured personnel for the month of October. The reunion of the whole Group on an operational basis was enthusiastically made and preparations for bigger things was begun.

Statement by W.C. Todd: On the Wiener Neustadt mission,

The ship I was assigned to, 788-S, had considerable damage, both mechanical and sheet metal, and Chris Sand had it red-lined. Therefore, when the Group was alerted to return to England, we were not able to make it. Several pieces of equipment had to be left behind for

our use, in order to get the ship repaired. A couple of days later, when we were ready to go, we had difficulty in making room for the extra equipment but finally got it all aboard. Before we had taxied to the main runway, an English lorry came after us, with a couple of guys waving frantically to get our attention. Finally the pilot (William D. Hughes) stopped to see what the problem was, and was amazed to find that one man (English Army) was trying to hitch-hike back to England. It seemed this was his first leave after two years in the desert and he was desperate to get home. After some discussion among the crew, Hughes told him to jump in as we could find room for one more. At this time the lorry swung around and backed up to one of the waist windows and the two men started throwing bags and boxes aboard. These guys surely don't travel like the Yanks: each of us had one barracks bag partially full. This man had four or five bags plus two or three boxes. We finally were able to find a spot for everything including him, but we had a tail heavy ship, and several of us moved out on the catwalk and up to the flight deck to better balance our overloaded condition. I slid under the flight deck and up next to the nose wheel. After using all the runway, plus a few additional feet, we were finally airborne. Our first stop was for refueling at Marrakesh before starting out for England. As we circled the field at Marrakesh before making our approach, we could see a B-24 that was pretty well busted up. We were able to identify the tail marking and then finally the call letter R. That was a 68th ship, *HAG MAG*, Freddy Scheidegger's ship. Later that day we were told that it had hit the stone wall at the end of the runway the previous night when it had taken off for the trip to England. The crew could not see what damage had been done to the main gear until daylight. They flew around Marrakech from midnight until daylight so they could examine the gear damage in the daylight. The gear would not go up nor would it lock in the down position so everyone bailed out except George Martin, the pilot, Earle Hawkins, the co-pilot, and Harry Snead, the engineer, who brought her in for a crash-landing. There were no injuries; however, 731 R was destined for the salvage yard after it had been transferred to the M.T.O. This crew returned to base via ATC.

On October 1st, 1943, striking at the Messerschmitt fighter plane plant at Wiener Neustadt near



Crew leaving England on June 26, 1943. Standing left to right: Howard Dart, Jack Shelton, Barton Cramer, Ed Whitman, John Zarnosky, Harry Snead, William Gaffney and Robert Pierce. Kneeling - left to right: Freddie Scheidegger, Earl Hawkins, Johnny Johnson, John King, Edwin Meyer and George Martin. 42-40731

Vienna, the 44th suffered another shattering blow. On a previous mission there, shortly after the Ploesti raid, the defenses were negligible and the Forty-Fourth, taking off from Benina and landing at Tunis on their return, had not suffered any losses or damage. But this time it was different. Taking off from Tunis in the early hours of the morning, the Group reached the target shortly after noon, and was met with an attack of flak, terrible in its intensity, and wave after wave of German fighters. Explosives rent the sky as a result of direct hits to bomb-bay and wing tanks of several Liberators. Falling planes and drifting parachutes filled the skies. The vicious battle continued as the bombers made their turn from the target. Though the toll and damage was heavy to the enemy, a number of bombers failed to return to base.

The *AVENGER* #788 S, piloted by Captain William D. "Doc" Hughes (with Lt. Raymond D. Hamlyn as co-pilot) had made both missions to Wiener Neustadt. At interrogation Hughes reported:

The first mission to Wiener Neustadt was easy; nothing much happened, and we thought that this trip would also be just another step towards home. The Ninety Third and the Three-Eighty-Ninth Bomb Groups were ahead of us as we hit the I.P. Our hopes of an easy mission soon faded as gunners started to call out fighters at twelve, one, and two o'clock high, sitting right on top of the target. They had let the two groups ahead through without attacking, pre-

ferring to jump the tail-end group, which was us.

They were queuing up for a head-on attack, and in flights of three or four abreast they started through the formation. The first attack crippled some of our force and broke up our formation. We managed to get our bombs away and started a running battle for home. The Luftwaffe was out 120 strong, attacking by twos from every position of the clock. It was every man for himself, as the pilots attempted to get back into some semblance of a formation. The *AVENGER's* gunners were fighting desperately, alone, and drove off attack after attack, shooting down three ME 109s and damaging several others. However, before we were out of the battle area, our hydraulic system was shot out, and an elevator cable cut. Sgt. William Morton, our engineer, cinched the hydraulic lines to save the fluid by bending the severed ends and effecting a splice in the elevator cable. This made it possible for us to return to base.

For his outstanding ability to act in extreme emergency, Sgt. Morton was awarded the Distinguished Flying Cross.

On the mission, twenty-five bombers reached the target, with fifteen lost (eight crews), and two of the ships ditching in the Mediterranean Sea. The Luftwaffe lost 43 fighters to the bomber gunners, with many probables, constituting one of the bitterest air battles of the entire war.



Some Ploesti veterans at a Cario swimming pool. Back row - left to right: Walter Patrick, William Murphy, Carl Cleland, 68th Sqd. Front row, all from the 68th.: Frank Cross, Jack Banta, Patrich Mc Atee and Herbert Gentry. All have completed their missions and are ready for stateside.

Reprinted from the "Eastern Daily Press",  
October 16, 1943

### AMERICAN COLONEL WINS CONGRESSIONAL MEDAL

On a Norfolk Airdrome—September

Now that the General Officer commanding the United States Air Force has revealed that the Eighth Air Force played a big part in the raid on the oil refineries in Rumania on August 1st, I can lift the veil upon a dramatic story that has particular interest for Norfolk.

Col. L.W. Johnson, with another Officer of the same rank, who belongs to the Ninth Air Force, was awarded the Congressional Medal—the American V.C.—for the part he played in leading the daring attack on Ploesti.

### A DESPERATE HAZARD

The story of how the Ploesti raid was planned, rehearsed and carried out rivals that of the Mohne Dam raid in its dramatic qualities. Here it is. One day late in May Col. Johnson and other Group Commanders were called to headquarters from their Norfolk stations and told that the Eighth Army Air Force was to be sent to Africa to join with the Ninth in a mission of immense, perhaps vital strategical importance. It involved—for Liberator bombers which normally operate at between 20,000 and 30,000 feet—the unusual role of roof-top attack.

So, as often as they could spare from the customary sorties over Germany and Northern France, the pilots and the crews of these Liberators in Norfolk practiced over English soil low-level formation, getting used to a different bomb sight, and to laying their practice "eggs" from zero feet on the bombing range, as the first rehearsals for the great day.

Then they were ready for the "dress rehearsals." Packed to the limit of their capacity with men—for a skeleton ground staff had to be taken as well as the flying crews—and kit, they took off from Norfolk on their long journey, in three stages to the airfield in the Libyan Desert. There a model of their target furnished them with a more realistic objective for further intensive training.

Even that period had to be interrupted for high level bombings of Naples and other Mediterranean targets and for the great day raid on

the Littorio marshaling yards at Rome. Out of that exploit they came, fortunately, practically unscathed, as the Luftwaffe and the Italian fighters seemed disinclined to accept the challenge of the formidable armament and the splendid formation flying technique that the Liberator force had developed during their training over Norfolk.

Then the great day came. Officers and men in their "briefing" had been told that success in the raid on the Ploesti refineries would probably make it impossible for the German armies to hold their line in Russia: they might well even be compelled to withdraw to the Dnieper.

Events have proved how sound was that estimate. Only a week after the Ploesti raid Orel fell and since then Moscow has been able to claim a succession of unprecedented summer victories over the Nazi invaders.

Of the Rome raid the men were told with some confidence that it would mean Italy being out of the war within two months. There again the prophecy has been triumphantly fulfilled.

The story of the Ploesti raid has already been graphically told.

In a flight of seven hours across the Mediterranean, over the Greek mountains, and just west of the Bulgarian capitol, across the waving cornfields of the rich Banat and the swift-flowing Danube—yellow, not blue—those Liberators, with more than 2000 men in them, reached the relative cover of the Transylvanian Alps before turning south again to brave from zero feet the intense flak defenses of the oil field that provided one-third of Germany's total supplies—and now supplies little or none.

Three hundred tons of high explosive, all delayed action because many of the planes were no more than ten feet above the ground at times—some of them got back to Africa to find Rumanian corn in their bomb racks—and hundreds of clusters of incendiaries, made the oil fields of Ploesti that day a close thing to Dante's Inferno.

Filled with smoke from the burning oil, the Liberators had the additional defying swarms of enemy fighters. More than fifty of those fighters fell victim to the deadly fire of the Liberators' air gunners, but it was a sadly depleted and battle scarred force that eventually returned to the Libyan base 1200 miles away. The loss was heavy, but still lower than expected from a raid that had so many unusual dangers.

## **THE ATTACK ON WIENER NEUSTADT**

The Eighth Army Air Force's part in the Middle East was not yet done, however. Almost before they had time to get their second wind after Ploesti they had to bomb up again to attack the great Messerschmitt factories at Wiener Neustadt, in Austria. That mission has also yielded rich dividends in damage to a vital Nazi war factory and—what was probably more gratifying to airmen—the destruction on the ground of large numbers of the enemy's best fighting planes.

Colonel Johnson is a regular soldier. He graduated from West Point—the American Sandhurst—in 1926, and served as a infantry officer for two years. After qualifying as a pilot, he was transferred to the Army Air Force in 1929 and saw service in the Philippines for three years and at various home stations in the United States before he came to England sixteen months ago.

### **NOVEMBER, 1943**

By the winter of 1943-1944, the strategic bombing missions of the U.S. 8th Air Force were nearing their ultimate form. Tactics, teamwork, and equipment had been greatly improved. The percentage of plane losses was being cut by the potent long-range P-51 Mustang and other fighters equipped with drop tanks that permitted them to escort heavies deep into Germany. Yet for all these hard won gains, the essential character of a mission had changed very little since the first crews set out to prove daylight bombing.

A mission was still a protracted ordeal. Many airmen spent five to ten miserable hours jammed into a cramped duty station and weighted down with about sixty pounds of gear. Besides parachutes and Mae Wests, they wore flak vests (steel reinforced to protect them from flying metal), heavy clothing (to keep them from freezing), oxygen masks, that were, as one co-pilot described, "like a clammy hand clutching the lower part of your face." With all this gear, a concentrated effort was required even for a simple task. The navigator logged his position every few minutes, the radio operator listened to static in his earphones hour after hour, and the pilot and co-pilot struggled to hold the plane close, but not too close to the rest of the formation while the gunners scanned the skies for fighters while trying to stay awake and alert. More than anything else, a mission was hard, complicated work—and not just for the air crews. For



a routine raid, many tens of thousands of men—planners, ordnance, mechanics, and specialized personnel—toiled for hundreds of thousands of man hours to put several each of hundreds of heavies over a German target for about five minutes. But a successful bomb run made all the effort worthwhile, and the airman could say with satisfaction, as one did after a raid on the port of Emden: "When the Germans start putting those fires out they won't have enough water left to make a good pot of tea."

The order for a mission usually reached the headquarters of the various bomber groups late in the day, preceding the raid, and it always sets off intense activity along the hardstands (the paved areas where the planes are parked). The first group to be activated was Ordnance, whose job it was to load and fuse the bombs. Many times they had to unload the planes and return the bombs to the bomb dump, especially when the previous day's mission had been scrubbed or the bombs were brought back from a mission. They would generally finish up around daybreak. A corps of specialists assigned to each squadron hurried to complete any service or repairs of the planes' sheet metal, oxygen equipment, instruments, guns, and propellers. But most of the work on each bomber was the responsibility of two or three permanently assigned mechanics. The plane was their pride and joy; they boasted of the number of missions it had flown, and suffered—and sometimes wept—when it failed to return.

Toiling all night if need be, the mechanics swarmed over their plane, testing the controls, inspecting the brakes and landing gear, checking tires for burns and rubber fuel tanks for leaks. Most important, they tuned and retuned the planes' four engines, listening intently for any sound of trouble. Replacements of flak damaged, or overtaxed, worn-out engines, were common.

Generally, each squadron changed several engines a week, with the exception of the return from the desert when seventy to eighty percent of all aircraft had the engines changed. Engine changes became routine and two mechanics could change an engine in less than eight hours—any eight hours, day or night, regardless of weather or conditions.

The exact weight of fuel and bombs had been specified by the mission planners, whose calculations took into account many factors—the distance to target, the expected wind speed and the planned cruising altitude. Typically, fuel made up more than half of the total load. The B-17 and the B-24 both

consumed fuel in huge amounts. It required about nine tons, nearly 2800 gallons for a mission deep into Germany. No matter how carefully the load was apportioned, unforeseeable circumstances could cause emergencies. The trip home assumed no bombs and the lighter load meant better gas mileage. However, unexpected bad weather sometimes forced the bomber formation to turn back short of the target. In such cases the mission commander made a choice of a preselected alternate target, target of opportunity, or jettisoning of the bomb load (which had a different set of ground rules for Germany than for the occupied countries.)

Early on mission day, usually long before daybreak, the air crews were awakened and they dressed quickly before going to chow. They ate as much as their jittery stomachs could hold and would then head for the briefing room. The briefing officer would open the curtains that conceal the map and the yarn that stretches from England to the target in Germany. In careful detail, the weather outlook, the target, the proper approach to the target, and the German defenses, was described. The synchronizing of the watches generally completes the briefing. After the flare to start engines was fired, there was a short run-through of the engines; and the planes taxied out on the strips, awaiting their turn to take off at thirty second intervals. After forming is completed for each group, then they head for a rendezvous with the fighter escorts. This generally happened with clock-like precision over France. Many fighters had to drop out and return to base as they crossed into Germany, and now only the long range fighters were still with the formation. Enemy fighters tried to penetrate the formation as fighter cover was being exchanged, hoping there would be a few seconds of delay between the escorting fighters so they could make at least one pass on the unescorted bombers. Enemy fighters would veer away over the target so the ground defenses could get a clear shot at the bombers on the bomb run. The pilot of the lead plane turned on automatic pilot and then the lead bombardier took over the flying of the plane through the bomb sight until bombs were away. All bombs were released at preset intervals. All planes in the formation dropped their bombs off of the lead plane's drop. The pilot took over the flying of the plane once again and the formation headed for home.

After the return of the main part of the Group from Africa, some Organizational changes were made at Shipdham. The 14th COMBATWING (new) under the command of Colonel Johnson was formed and being staffed, mostly from the 44th personnel. Colo-



## The Build Up

nel Posey assumed command of the 44th with Major Beam as Deputy Commander.

The extent of future operations was outlined by Colonel Johnson in a talk to new combat crews. The number of B-24 groups was to be increased, and a larger number of crews and planes assigned to each squadron. Each squadron would be built of up to twelve ships each. A new section formation was to be put in use. Bombing would be done through cloud cover (which obscured targets from the eye of the bombardier); an innovation in the technique of bombing with the aid of radio would be introduced that will permit bombardiers to hit their targets through 10/10ths undercast. The words H2X, MICKEY, and PATHFINDER would become common around the bases and it would not be too far distant when each Group would be led by these Pathfinders. Finally each squadron would be furnished its own crews and planes to handle this new technique that the British have been using for some time. PFF equipment will practically eliminate "bad weather days" for our bombers.

The enemy was doing his best to protect its military targets from these daily bombing attacks. Large numbers of enemy fighters, now shooting rocket projectiles, came up to intercept the bomber formations with vicious attacks. The range of the fighter escort now enabled P-47s and P-38s to provide fighter cover during almost the entire route of a mission, and the arrival of a formation of the "Little Friends" at a rendezvous point was a welcome sight to the men in the Liberators.

Norway and Germany were the recipients of blows that were struck by the 44th Group and the 68th Squadron during the month of November. Seven operational accredited missions were flown during this month, all of which could very easily be classified as major raids.

### 3 November 1943 WILHELMSHAVEN, Germany

Shipyards were the objective of the first mission of this month. With five ships of the 68th in the 44th formation, bombs were dropped through clouds on smoke markers, with unobserved results. With excellent fighter support, the formations met with very weak attacks by EAC. There was also moderate inaccurate flak at the target.



Left to right: Robert Fisher, Donald Burkhead, Richard Donald and Sterling Dobbs at Site Four. These men are headed for the Chow Hall for a leisure lunch on a non-flying day.

A/C numbers and Pilots were:

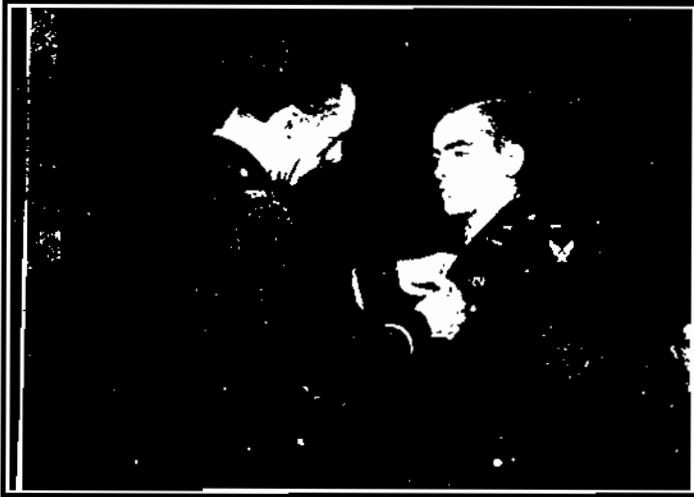
805 Lt. Ben H. Gildart ✓  
971 Lt. Joseph P. Kessler  
551 Lt. Sam D. Williams  
507 Lt. Arthur R. Anderson  
813 Lt. George P. Martin

### 4 November 1943

Today's mission was scrubbed again. This is tough on Ordnance who worked all night loading bombs. Three R.A.F. planes crashed near here last night. One was brought in by the Co-Pilot, as the Pilot was dead. Ships were all badly shot up. Our ships are being reloaded tonight.

### 5 November 1943 MUNSTER, Germany

The second mission of the month was against the railroad junction here. This junction supplies the nerve center for the flowing of traffic by canal and rail through the Ruhr Valley. It was intended to be a Pathfinder type of mission, but the clear weather permitted visual bombing to be used instead. The results of the attack were fair to good, the crosswinds making the aiming of the incendiaries difficult. This area lived up to its reputation—it ranged from heavy, accurate intense to moderate, inaccurate predictor controlled. "FLAK ALLEY" it was! A few enemy aircraft were seen, but no attacks were made on the 44th Group.



Paul Jones receiving the Air Medal from Colonel Dent. Paul was Navigator for Townsend's Crew and became a POW on April 8, 1944, at Brunswick. He was returned to Base later.

A/C numbers and Pilots were:

- 156 Lt. Park H. Jones, Jr.
- 971 Lt. Frank W. Sobotka, Jr.
- 507 Lt. Hartwell R. Howington
- 551 Lt. Sam D. Williams
- 858 Lt. George P. Martin
- 225 Lt. Robert J. Lehnhausen
- 501 Lt. Harold L. Slaughter
- 699 Lt. Ben H. Gildart, Jr.

Captain William Hughes, who has twenty-four missions in, had to abort today. P-38s escorted him to home base. Captain Jack Bass was transferred out of the squadron today.

Due to bad weather, missions were scrubbed for the 6th, 7th, 8th, and 9th. Finally, on the 10th, the weather cleared enough for some practice flying.

On the 6th, Major John Diehl was transferred to Wing. Captain George Jansen is our new Commanding Officer. Richard Butler is going back on combat after being grounded from wounds received in May at Kiel. Sgt. George Schad was married to an English gal over at Watton today.

On the 9th, William Gates, (16 missions, including Ploesti), is being rotated back to the States.

On the 12th, men with blood type O were alerted to support Daniel Areford in his upcoming operation. As of today he is still too weak to undergo the operations.

Dennis Slattery and Robert Vogel just arrived from Africa today. After their escape in Italy, they met up with a Group from England that was on their second DS in the desert.

13 November 1943  
BREMEN, Germany

The second largest port in Germany was the objective of this mission. Bremen, with its extensive port facilities and its importance as a transport (rail) center, was a very fine plum for the 44th to hit. The mission, however, proved to be less than successful, with the bombs being dropped on Pathfinder flares from the B-17s. The results were unobserved. Adverse weather was the excuse for the apparent lack of flak over the target, but it was not detrimental to the enemy fighters which rose to give fierce engagements to the attacking formations. The enemy used the dense contrails to make their attacks, and this proved to be a very successful technique. About fifty EAC made their attacks on the formation from all directions. The results were that the 44th lost two aircraft, neither from the 68th, and the claims were 3-2-1. The Group was plagued with a number of mechanical failures in the aircraft that participated in this mission. The 68th had five aircraft that aborted due to a variety of reasons. The Group had a total of thirteen abortions. A large number of these were due to the intense cold that existed at the higher altitudes. 2nd Lt. Arthur R. Anderson did a beautiful job of landing a badly shot-up plane, flying under the power of only one engine. The plane landed at the home base on one engine and a blown out tire. Three of his crew were injured by the enemy encounters, but all recovered, in spite of the rough landing.

A/C numbers and Pilots were:

- 501 Lt. James G. Carey
- 971 Capt. Willie B. Weant
- 551 Lt. Arthur R. Anderson
- 699 - SLAUGHTER, H.L. 2 LT

*Anderson?*  
*2 LT*

This aircraft sustained extensive battle damage and due to the very excellent piloting was delivered back to the home base. This A/C landed with one engine a blown out tire. Three of the gunners were wounded and refused any sort of aid in order to call out the fighter attacks, and aid, in general, the remaining unwounded members of the crew.

These three men were:  
S/Sgt. Loyd V. Allbright  
S/Sgt. Warren E. Moore  
S/Sgt. John P. Scott

## The Build Up

EAC Claims—S/Sgt. Rudy S. Myers, RW Gunner, 1 ME 109 damaged.

**16 November 1943**  
**OSLO, Norway**

Oslo was the briefed target for the 44th, but a target of opportunity at Rjukan, Norway, was hit instead. It was a hydro-nitrate plant. Only two A/C of the 44th (one of the 68th) were represented in this mission, the others having been recalled earlier. The results of the mission were termed very good. No enemy encounters were experienced and sporadic flak on the Norwegian coast was met.

156 Lt. Hartwell R. Howington represented the 68th on this mission.

**18 November 1943**  
**OSLO, Norway**

With almost uncanny accuracy, the 44th Group bombed Kjeller Airdrome—a supply, repair, and maintenance depot located near Oslo. Over 98 percent of the bombs landed within 2000 feet of the briefed M.P.I., and 30 percent of these were within 1000 feet. In the predawn take-off, much difficulty was experienced during the assembly of the formation due to the adverse weather conditions. Finally, the formations were effected and the flight to Norway begun. To reach the target, the Group had to fight its way through attacks by enemy fighters and flak. Other similar engagements were met after bombing the target. The Group paid a penalty, with the loss of five A/C, two of which were from the 68th. However, the enemy did not get off too lightly—claims were made for six destroyed, four probables, and another five damaged. The gunners of the 68th shot down five, with one probable.

A/C numbers and Pilots were:

156 Lt. Frank W. Sobotka, Jr.  
858 Lt. George P. Martin  
635 Lt. Smith J. Meador, Jr.  
507 Lt. Hartwell R. Howington  
225 Lt. Park H. Jones, Jr.  
788 Capt. William D. Hughes  
231 Lt. Edward R. Mitchell (MIA)  
971 Capt. Willie B. Weant (MIA)—forced landing in Sweden

EAC Claims:

Lt. Charles O'Malley      Bombardier, 1 FW 190 destroyed.  
S/Sgt. Charles Shockley      LW Gunner, 1 ME 109

probable.

S/Sgt. Don L. Hart      LW Gunner, 1 JU 88 destroyed.  
Sgt. Richard J. Butler      LW Gunner, 2 JU 88 destroyed.  
S/Sgt. John Merrigan      Tail Gunner, 1 ME 109 destroyed.

Merrigan was later killed on this same mission.

Captain William Hughes finished his tour today, and will be heading back to the States very shortly. Sgt. Ike Flesher rode his number twenty five with Hughes today, and is ready for a trip Stateside.

A/C 42-7231 E MACR 1381 had the following men on board:

P	1st Lt. Edward R. Mitchell	0-728013
	Sioux City, IA	
CP	2nd Lt. Richard R. Osburn	0-678132
	Washington, DC	
N	2nd Lt. Robert E. Hardwick	0-746482
	Barnsville, OH	
B	2nd Lt. James E. Hanson	0-671429
	Cardeville, AR	
E	T/Sgt. William H. Hess	15095162
	Logansport, IN	
RO	T/Sgt. William H. Gentry	39389081
	Pomeroy, WA	
WG	S/Sgt. Henry H. O'Hara	32436174
	Brewster, NY	
WG	S/Sgt. Michael S. Crawford	34267452
	Blue Ridge, GA	
HG	S/Sgt. Milton Hester, Jr.	18076405
	Post, TX	
TG	S/Sgt. Billie B. Myers	18166363
	McCroy, AR	

Nothing was heard from this crew. This A/C is believed to have been shot down by EAC over the North Sea.

A/C 42-63971 W, *HELEN HYWATER*, MACR 1377 had the following men on board:

P	Capt. Willie B. Weant	0-729938
	China Grove, NC	
CP	Lt. Col. William H. Brandon	0-404078
	Florasville, TX	
N	Capt. George J. Kelly, Jr.	0-727021
	Annapolis, MD	
B	2nd Lt. John R. Jordan	0-734920
	Wilkes Barre, PA	
E	T/Sgt. Frank W. Gavin	7001235
	Tampa, FL	

## The Build Up

RO	T/Sgt. Samuel Paffenroth Pine Island, NY	32402095
WG	T/Sgt. George L. Kelsey Bokchito, OK	18053366
WG	S/Sgt. Samuel H. Miller Loganville, PA	13090675
HG	S/Sgt. Walter U. Wells Joseph, MO	17160572 St
TG	S/Sgt. James M. Goza Halvern, AR	38208089

**26 November 1943**  
**BREMEN, Germany**

For the second time this month, Bremen was the target bombed by the 44th. This time the industrial area was the target, with a good pattern being made. However, accurate photo interpretation was difficult due to the effective smoke screen and the intermittent clouds. One A/C was lost on this mission (a 66th plane) due to a collision caused by prop wash. Fighter attacks by the enemy were experienced on two occasions, with the Group claims being two destroyed, one damaged and one probable destroyed. Heavy accurate flak at Heliogoland, moderate to intense, fairly accurate barrage type flak at the target, and sporadic but accurate flak from the target to the coast were encountered by the group, with eleven A/C being damaged. Several cases of flak injuries were reported along with many cases of frost-bite. One man from the 68th died of suffocation when his oxygen mask froze. *E. M. SEMONS*

### 19 November 1943

Bad weather kept the Group grounded for the next three days.

Although the weather was still cold and rainy, today is going to be a big day for the 44th. Generals Eaker, Devers, and Spaats arrived at the base on November 22nd to present awards to Combat Personnel for their part in the low level attack on the Ploesti Oil Fields back in August. Everything on the base was in top shape. George Bryant taxied *V FOR VICTORY* around in front of the control tower, and covered the *FLYING EIGHTBALL* with paper. Everyone was in class A uniforms, the press showed up by the truck-load, and all participants of the Ploesti mission were front and center for the presentation of awards.

By now the weather didn't seem quite as bad, nor the rain quite as wet. However, it was going to continue to keep the Group grounded through November 25.

A/C numbers and Pilots were:

813 Lt. Hartwell R. Howington  
514 Lt. Joseph P. Kessler  
699 Lt. Arthur S. Marcoullier ✓  
501 Lt. James G. Cary

### CASUALTIES:

S/Sgts. Thomas M. Tate and Walter E. O'Laughlin, and 1st Lt. Joseph P. Kessler all sustained frozen hands and feet. S/Sgt. Earl M. Semons was killed by suffocation when his oxygen mask froze.

There was a bad accident this morning over the base while the planes were forming. A 67th ship hit an air pocket and dropped down on one of ours (68th). The tail was knocked off the 67th plane and it went into a spin. There were no survivors. Our ship pulled out of a spin at about 4000 feet and returned to base with no more problems. (The plane number was 42-7501 piloted by James G. Cary.) The 67th A/C was 41-24234 MR. 5 X 5, piloted by Alexander Trolese. R.A.F. went out in force tonight, starting at about 1830 hours.



Standing left to right: Earl Culbertson - Co-Pilot, Harry Jacobs - Bombardier, Paul Jones - Navigator, Smith Meador - Pilot. Seated left to right: John Hollenbeck - Engineer, David Putman - Radio operator, Thomas Tate - Gunner, Ray Heid - Gunner, Frank Hock - Assistant Engineer and Joseph Brennan - Assistant Radio Operator.

**30 November 1943**  
**SOLIGEN, Germany**

"Flak Alley" was the area for this mission. Soligen was the target, with its important manufacturing of aircraft parts and special steels. This target is located in the heart of the Ruhr Valley. The assem-

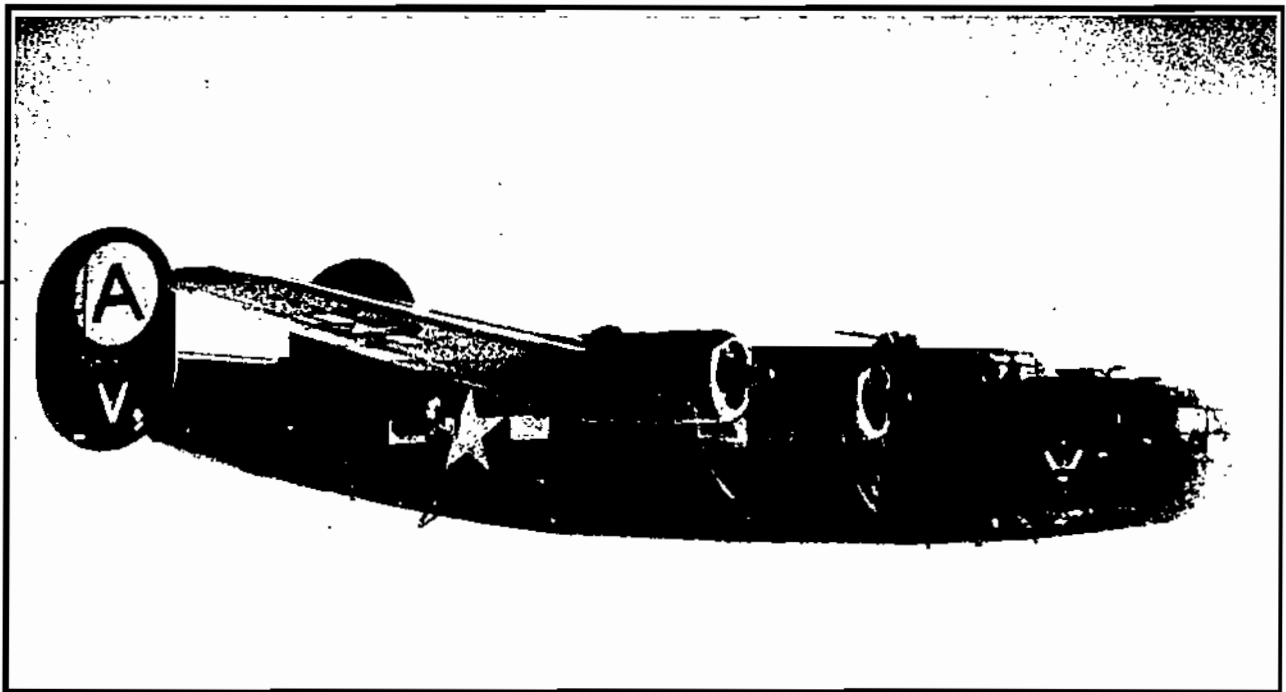
## The Build Up



Ray Townsend's Crew. Back row, left to right:  
 Douglas Churchill - Gunner.  
 Ray Wenke - Gunner.  
 James Dick - Gunner.  
 Robert Bray - Gunner.  
 John Lyman - Radio Operator.  
 Archie Clemons - Engineer.  
 Front, left to right:  
 Paul Jones - Navigator.  
 Ed Ward - Co-Pilot.  
 Ray Townsend - Pilot.  
 Walter "Wormy" Nealon - Bombardier.



Captain Donald's Crew. Standing left to right:  
 ? Footz - Gunner.  
 Vernon Torkleson - Radio Operator.  
 Robert Gjestrom - Engineer.  
 Richard Donald - Pilot.  
 Sterling Dobbs - Co-Pilot.  
 Donald Burkhead - Bombardier.  
 Kneeling:  
 William Flood - Nose Turret.  
 Robert Elstead - Gunner.  
 Lauren Fisher - Navigator.



41-23813 Victory Ship. Pilot, Walter T. Holmes and Crew Chief George Bryant. One of our original ships that flew overseas in October 1942. It flew forty nine missions before being lost at Escalles Sur Buchy, France on January 21, 1944 with Pilot Alfred Starring and Crew.

## The Build Up

bling was difficult due to the heavy and high clouds. The Group, alone, formed and crossed the Dutch Coast where slight, heavy, inaccurate flak was encountered. Failing to find any B-17 formations from which to bomb by, the through-clouds technique led the Group to turn back and make landfall. The weather was very cold, resulting in ten men being minor frost-bite victims.

A/C numbers and Pilots were:

635 Lt. Ben H. Gildart  
514 Lt. Sam D. Williams  
156 Lt. Frank W. Sobotka ✓  
858 Lt. George P. Martin  
813 Lt. Harold L. Slaughter  
225 Lt. Park H. Jones, Jr.  
507 Lt. Arthur S. Marcoullier  
699 Lt. ARTHUR R. ANDERSON

In November, some of the men who joined the squadron were: Clark, Fedonchuck, Hugh I. Finn, William H. Hess, William J. Hilty, Mason W. Johnson, Jr., Donald J. Logan, Leon O. Meyer, George E. Perrin, Jr. and Raymond G. Wenke.

At the end of this month, seeing the Group with seven operational accredited missions, it is well to summarize the total outcome in casualties, results, etc. The 68th had a total of thirty six (36) accredited sorties for the month. Two A/C were lost to enemy attack and twenty (20) men are listed as Missing in Action. Six men were Wounded in Action and two others were Killed in Action. These figures apply only to the 68th squadron. Eight other missions for the month were planned, all of which were of the major type against important German targets, but they were scrubbed in every case because of bad weather. To say the least, this month was a month of great importance because of the type of targets that were being hit—all vital to the enemy war machine. In nearly every case great damage was inflicted upon the enemy, both in EAC destroyed and in the damaged targets. The feeling of proud achievement is with all the men as this month rolled past.

### DECEMBER 1943

Of the ten accredited missions flown this month, seven were directed against targets in Germany and three against targets in France. The seven raids on German targets were all of major importance.

### 1 December 1943 SOLIGEN, Germany

Since the attempt on this target during November was unsuccessful, it has been chosen again to start this month. The main objective was the aerocasting works. PFF bombing technique was used because of bad weather, so bombing results were unobserved. Considering the location of the target, surprisingly little flak was encountered. The enemy fighter attacks were very weak, due to the best fighter protection to this date. One A/C of the 67th was lost to reasons unknown—A/C 42-7544, piloted by Lt. Edward Taylor. *MISSED TARGET*

A/C numbers and Pilots were:

699 Lt. Arthur R. Anderson *Mendors?*  
501 Lt. James G. Cary  
514 Lt. Sam D. Williams—Category "A" Damage  
813 Lt. Harold L. Slaughter

### 2 December 1943

We heard our first Air Raid Alert last night in some time. Red (twenty miles) and then White (fifty miles). Today's mission was scrubbed due to weather. Captain George Jansen, our new C.O., was promoted to Major and Lt. Harry Durham was promoted to Captain. Both handed out cigars.

### 3 December 1943

The R.A.F. was out again last night in force. The target was Berlin.

### 4 December 1943

Last night the R.A.F. was active again. It appears that they made two trips, as they could be heard early and again very late. An R.A.F. man said they dropped between thirty and forty four thousand pound Block Busters on Thursday night (December 3). A few Short Sterlings came in to our base last night for emergency landings, all shot-up as usual. Sgt. Maurice Kane was married in Norwich today. Cpl. Arthur Rooks' o.k. for marriage is pending, as is Cpl. Joseph Tarquinio's.

### 5 December 1943 COGNAC/CHATEAU BERNARD, France

This mission had to be abandoned due to very dense and high cloud conditions that prevailed. No fighters were encountered but intense, accurate, heavy flak was encountered, with no damage resulting to the eight A/C the 68th sent up.

A/C numbers and Pilots were:

501 Lt. James G. Cary  
 635 Lt. Ben H. Gildart  
 858 Lt. George H. Martin  
 514 Lt. Sam D. Williams  
 813 Lt. Arthur R. Anderson  
 225 Lt. Robert F. Stahler  
 156 Lt. Frank W. Sobotka ✓  
 507 Lt. Arthur S. Marcoullier  
 699 *W. KENT F. MILLER*

None of our A/C received battle damage. One of the waist gunners reported seeing a direct hit on a plane from the 93rd and said it disintegrated in mid-air; no chutes were observed.

**6 December 1943**

No mission was scheduled. Major Diehl is now a Lieutenant Colonel. Two new crews came in today in addition to the two that had joined us last week. We are up to twelve planes in the squadron now with fifteen complete combat crews. Sgt. Ashburn High completed his tour on yesterday's mission and he will be headed stateside soon. The fog is thicker than mud tonight and it doesn't look good for tomorrow. M/Sgt. Ralph Stine is now on combat status.

Rain continued on the 7th, 8th, 9th, and 10th. All ships were grounded and it was an opportunity to get some inspections updated on many of the planes.

**11 December 1943  
 EMDEN, Germany**

The bombing run was to have been visual, but the target was well covered by a dense smoke screen; coupled with this, the run was made into the sun. These elements made for a poor bombing result. Flak over the target area was moderate and accurate, while flak at other points was negligible. Fierce EAC attacks were experienced in spite of the very fine fighter escort the heavies had. Forty to seventy fighters made the attacks with the Group, making claims of 10-3-1. Of these the 68th claimed 4-1-0. The 68th had two personnel injuries from this mission, but lost no planes. However, the 67th again lost an airplane on this mission; four sustained category "A" damage. This target was vital to traffic—a center for boat and rail. The 67th lost A/C 42-24232, piloted by Lt. Richard O'Neill. *DOWN BOMBS HIT A/C*

Our ships were off early and, in volume of heavies it, appeared to be the making of a heavy raid. The sky was literally black with Forts and Libs. At 11:00 a.m. one of our ships was forced to return due



41-23788 AVENGER with Lou Rabesa  
 Lost at Bremon, Germany on December 16, 1943

to a sick Co-Pilot. It was Garvey's crew; he seems to have a lot of bad luck lately in this respect. Mitsche got a bad leg wound and his flying days may be over. They saved his life by the use of a tourniquet on the plane. The radio and British paper state that our boys shot down 138 German planes on this raid. Weather is excellent, but I doubt if our ships will be ready in the morning due to the damage we took today. This raid was the 88th attack of the war on Emden.

A/C numbers and Pilots were:

225 Lt. Ben H. Gildart  
 156 Lt. Park H. Jones, Jr.  
 514 Lt. Sam D. Williams — *NEALON = Romis.*  
 501 Lt. Hartwell R. Howington,  
 813 Lt. Arthur R. Anderson  
 507 Lt. Arthur S. Marcoullier  
 699 ✓ *PAULINO UGARTE*

S/Sgt. Michael P. Mitsche and S/Sgt. Charles W. Blakley were both wounded by .20 m.m. shells.

EAC Claims:

S/Sgt. Earl E. Boggs Tail Gunner 1 FW 190 damaged.  
 S/Sgt. Michael P. Mitsche Ball Gunner 1 FW 190 destroyed.  
 S/Sgt. James W. Weatherford, Tail Gunner 1 FW 190 destroyed.  
 S/Sgt. Alphonse J. Terwey RW Gunner 1 ME 109 destroyed.



## The Build Up

S/Sgt. Walter K. Nealon Nose Gunner 1 FW 190 destroyed.

### 12 December 1943

Sgt. Ashburn High is on his way to the States. This was quick work, as generally he would be required to spend about three months as an Instructor at some base prior to departing for home.

Two new crews have joined the squadron in the past few days: Lt. Carl Bohnisch and crew, along with Lt. Alfred Starring and crew.

### 13 December 1943 KIEL, Germany

An important port, ship building, and submarine building center was the target for the Group on this mission. Nearly six months earlier the Group attacked this port with heavy losses and the worst was naturally to be expected on this raid. Fortunately, the exact opposite occurred—both the flak and the EAC were very mild and even meager, when compared to any recent mission that we have flown. The results were unobserved due to the cloud conditions. For the first time, the 445th, a new Group, flew with the 2nd Air Division.

A/C numbers and Pilots were:  
635 Lt. Harold L. Slaughter  
225 Lt. Arthur S. Marcoullier  
514 Lt. Sam D. Williams  
813 Lt. Arthur R. Anderson  
156 Lt. Frank W. Sobotka  
788 Lt. Gary M. Mathisen  
858 Lt. George P. Martin  
100 Lt. Hartwell R. Howington



A weekly supply of coke and wood for one Barracks.

There was no damage or casualties to any of our A/C or Personnel.

### 14 & 15 December 1943

No missions were scheduled for these two days. Sgt. Ambrose T. Hansen got away early Tuesday morning with General Johnson on the tour of factories that make flak suits. The General made speeches to the factory workers, encouraging them in their efforts to produce a better suit. Their picture was on the first page of the Stars and Stripes. Hansen has been under medical treatment since our last trip to Africa where he was in a plane crash. Lt. Albert W. Glass, Bombardier, who went down at Kiel last May 14th with Major O'Brien, was in Life magazine this week.

### 16 December 1943 BREMEN, Germany

With the winter weather definitely present, this mission was made with unobserved results. For the first time, three Combat Wings made up the Second Division. Intense, accurate barrage-type flak was encountered over the target, and meager flak at other points was met by the Group. One A/C of the 68th was badly hit by flak and the crippled craft made it back to the English coast. It crash-landed at Hull, killing the five crew members that brought the plane back. The other five crew members bailed out over the Continent. Very little enemy aircraft activity was experienced on this mission.

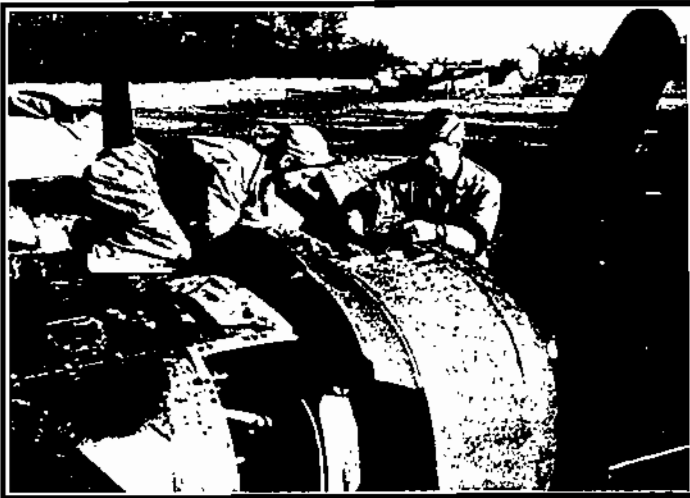
A/C numbers and Pilots were:  
507 Lt. James G. Cary  
635 Lt. Ben H. Gildart  
813 Lt. Harold L. Slaughter  
156 Lt. Frank W. Sobotka  
514 Lt. Carl A. Bohnisch  
788 Lt. Park H. Jones, Jr.

S/Sgt. J.H. Milojevick suffered a frozen neck.

In route from the target, A/C #788 was severely damaged by flak, which knocked out the number four engine and parts of the bomb bay. The following crew members bailed out over the Continent: John W. Griffin, Anthony J. Piccolo, Chester A. Martin, Patrick J. Fries and Michael P. Zodnick. The balance of the crew stayed with the ship, which crash-landed in a mine field on the English Coast where they all were killed. The A/C was totally burned immediately after crash-landing.



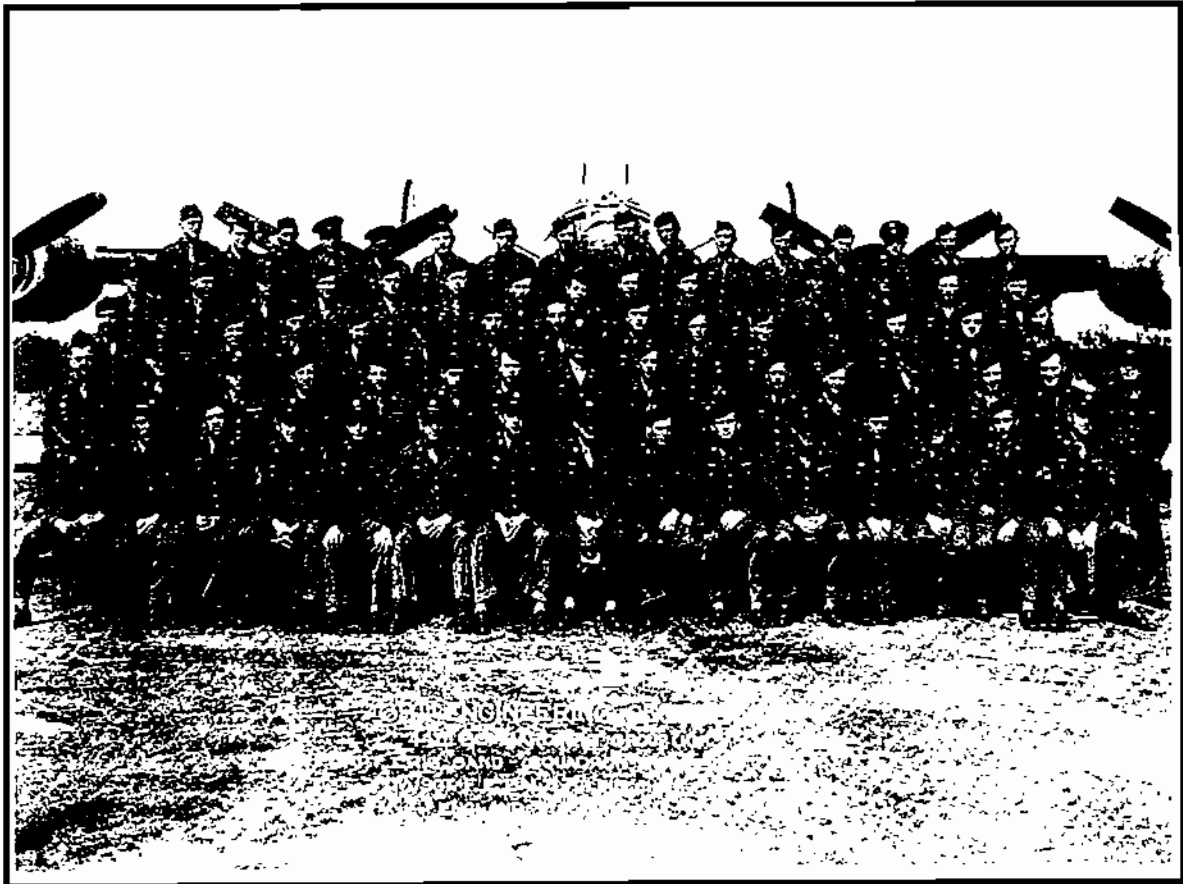
The Build Up



Larry Villemez and R.D. Williams working on *FLAK ALLEY*.



Max Zuckerman - Navigator Completed his tour 5/30/44



Engineering Personnel - Spring of 1944

## The Build Up

About three-thirty in the afternoon, the ships could be heard overhead trying to get down below the clouds to find the field. As there were no holes, it was quite a sweat-job to get the few that landed here down through the soup. Several ships landed at different fields. Gildart radioed in that his compass was out but he would find a way to get home somehow. He had to land at a different field.

A/C 41-23788 D, *AVENGER*, had the following men aboard:

P	1st Lt. Park H. Jones, Jr.	0-674587
	Minneapolis, MN	
CP	2nd Lt. John W. Griffin	0-748630
	Corning, NY	
N	1st Lt. Anthony J. Piccolo	0-670165
	Omaha, NE	
B	1st Lt. John T. Buckholts	0-669980
	Okmulgee, OK	
E	T/Sgt. Patrick J. Fries	
	Louisville, KY	
RO	T/Sgt. Charles A. Martin	
	Garadville, PA	
WG	S/Sgt. Alphonse J. Terwey	37281321
	Ward Springs, MN	
WG	S/Sgt. Michael P. Zdonick	31169351
	Naugatuck, CT	
HG	S/Sgt. Wilson P. Besse	38194491
	New Orleans, LA	
TG	S/Sgt. Rhodes C. Gordon	
	McKeesrock, PA	



Lined up for take-off.

Park H. Jones was the pilot of *AVENGER*, and his co-pilot, Lt. John Griffin, said:

This plane was severely damaged by a direct burst of flak which knocked out our number four engine, and damaged part of the bomb bay while we were in route to the target. After the pilot and I both tried to regain control without success, Jones gave the order to bail out. Four of us left the ship, but the pilot and five other crew members did not follow. Why the pilot tried to take the plane home after ordering us out is unknown. Perhaps he regained some control; that is just a guess. The bomb bay was badly hit and it was impossible to contact the boys in the rear of the ship either by radio, or to get back to see if they were injured when we were hit. According to hearsay, the plane crashed on the English coast and burned. Two bodies remained unidentified after the plane crashed. The four men who bailed out were taken prisoner within a few hours—these four being the navigator, engineer, radio operator, and myself.

Captain Charles Kuch, a squadron lead pilot, stated that observers in other planes had said that this aircraft had number the four engine blown completely off and the number three propeller gone, so Lt. Jones had power only on the left side. The aircraft disappeared into a cloud bank with the front half of the catwalk hanging down out of the bomb bay! All were amazed that he was able to coax this plane all the way back to England. He then chose to "belly-in" on the first open area he saw—the beach near Hull. Unfortunately, he sat her down in a mine field and the resulting explosions and fire burned and killed all five of the men aboard. The site of the crash-landing was near Skeffling, on an actuary south east of Hull.

**17,18 & 19 December 1943**

Bad weather with heavy rains and no missions scheduled. Burial for those killed on Thursday is scheduled for this Wednesday, the 22nd. Major Jansen intends to send an Armed Guard together with the men who came over with the deceased to accompany the bodies to Cambridge. Anthony Piccolo had twenty missions completed at this time.

## The Build Up

### 20 December 1943 BREMEN, Germany

On this date, seven A/C from the 68th flew along with the Group to Bremen. The mission was a visual bombing run and the results were good. Again, the enemy threw up plenty of flak, and eight A/C of the Group sustained Category "A" battle damage. Only one of the A/C from the 68th was damaged. A large number of EAC (fifty to seventy-five) made attacks on the formations, taking advantage of the contrails for their attacks. Several claims were made by the Group for destroyed EAC. One A/C was lost by the 506th due to EAC attacks. This A/C was 42-7630, piloted by Lt. William Maynor.

A/C numbers and Pilots were:

813 Lt. Harold L. Slaughter  
501 Lt. Gary M. Mathisen  
225 Lt. Carl A. Bohnisch  
514 Lt. Sam D. Williams Cat "A" Damage  
156 Lt. Frank W. Sobotka—turned back, mechanical failures  
858 Lt. George P. Martin—turned back, mechanical failures  
635 Lt. Ben H. Gildart—turned back, mechanical failures

699 Lt. GEO. H. MAYNARD

Maj. Jansen was Lead Pilot and Lt. Frank Davido flew as a Tail Gunner.

### 21 December 1943

Today we got word from Robert D. Storovich. He is in a hospital in Africa. He bailed out over Italy last October while we were in Africa on DS.

There appears in the *Stars and Stripes* today a piece about the interned airmen in Sweden. It includes specific mention about Captain W.B. Weant, Sgt. James M. Goza, Sgt. Samuel Paffenroth, and Sgt. Frank Gavin. This crew went down on the 18th of November. Gavin was on his 25th mission. He has a Nazi flag hanging in our Red Cross Club here at Shipdham. Wonder what will happen to it if he is shipped straight home from Sweden when the time comes.

### 22 December 1943 MUNSTER, Germany

On a PFF run the bombs were dropped with unobserved results. Munster, an important railway and waterway center, as well as an important garrison town, threw up a moderate but quite accu



A typical Barracks in Site Four.  
Note grass in the area.

rate barrage of flak, with the 66th losing two A/C due to the anti-aircraft fire. No EAC was met by this Group, but other Groups met with very determined EAC fighter activity. The 68th sent up seven A/C on this mission with four of them sustaining Category "A" battle damage.

A/C 42-7638, piloted by Lt. Kent Miller, and A/C 42-7533, piloted by Lt. Warren Oakley, were the two losses suffered by the 66th squadron. We have a rule at the base that states: "any crew that aborts must be interviewed by the Commanding Officer of the Group." It seems that Sgt. Ireland had problems with his waist gun. Based on conversation with the Pilot, the crew turned back. After the crew interview with the Colonel, Sgt. Ireland was busted to Private and relieved from combat. Sgt. Doucette, making his second attempt for Cadets, had his interview with the Colonel and it appeared to be in his favor.

A/C numbers and Pilots were:

156 Lt. Carl A. Bohnisch  
225 Lt. Ben H. Gildart, Cat. "A" Damage  
501 Lt. James G. Cary  
507 Lt. Arthur S. Marcoullier  
635 Lt. Harold L. Slaughter  
514 Lt. Gary M. Mathisen, Cat. "A" Damage  
813 Lt. Arthur R. Anderson, Cat. "A" Damage  
699 Lt. RICHARD J. COMEY

There were three cases of minor frostbite.

Plenty of turkey is being provided to the mess halls for Christmas dinner.



A snowy road between Site Four and the Line.

**24 December 1943**  
**RAYE SUR AUTHIE, France**

There was no flak or EAC met on this so called "Milk Run." The only thing that made this mission short of being IDEAL was the poor bombing results. The 68th sent up seven A/C on this mission.

Lt. Fedonchuck and Sgt. Petrie finished up on this mission. Open House at the Red Cross Club tonight.

A/C numbers and Pilots were:  
156 Lt. Frank W. Sobotka  
551 Lt. Arthur R. Anderson  
813 Lt. Raymond E. Hamlyn  
507 Lt. Arthur S. Marcoullier  
2 541 Lt. Sam D. Williams  
- 558 Lt. George P. Martin  
510 Lt. James G. Cary  
699 Lt. GEO. R. WINSLEY

**25 December 1943**  
**CHRISTMAS**

No mission was scheduled. Everyone had a fine meal at noon time. After that, the Clubmobile "South Carolina" parked behind the main mess hall and handed out candy and cigarettes along with gloves, sweaters, and mufflers. We had canned music all afternoon. In Hangar #3 we had a party for several orphaned English children.

**26 December 1943**

No mission was scheduled today.

Sgt. Harry Snead was interviewed today—he has 19 missions and wants to get home when his tour has been completed. When he gets back to the States, he will try for OCS and make an effort to get into Air Transport Command. He is not yet twenty years old and we all hope he makes it.

**27 December 1943**

No mission was scheduled.

Today we received a postal card from Major Jim O'Brien, addressed to Major Diehl. Diehl has been promoted to Lt. Col. and moved up to 2nd Air Division. Major Jansen spoke to Col. Diehl by phone today, and wanted to know when Col. Diehl was going to arrange to let Major Jansen finish up his tour and go home. Major Jansen has been sitting on 24 missions for quite some time now and the Colonel has grounded him so he cannot complete his tour.

**28 December 1943**

Lt. Vanderhead was in today. He just returned from the hospital where his spine and legs were patched up. He has had considerable ill luck. A navigator, he has several missions to his credit; the last one was Wiener Neustadt. On his way back from Africa on ATC, the ship crashed. He then made an effort to get home on Hag Mag, which later crashed at Marrakech. Finally he made it on another ATC shipment. He has four medals here awaiting his return. One is the Purple Heart.

**29 December 1943**

Practice formation flying is the only activity at the base on this date.

**30 December 1943**  
**LUDWIGSHAVEN, Germany**

The objective of this mission was the vast Chemical Works of the I.G. Farben-industrie that is located here. With seven A/C that the 68th sent up, along with those from the other squadrons, the Group assembled without much difficulty. Without meeting much enemy opposition, ground or air, the bombs were dropped on PFF flares from B-17 Pathfinders. The use of "window"—foil in stripes (chaff) that is dropped to counteract the radar in its predictor controlled anti-aircraft fire—was enthusiastically endorsed. However, in the target area after bombs were away, twenty-five EAC made attacks on the

## The Build Up

Group, with the 66th losing one A/C to enemy fighter action. Two of the 68th A/C sustained Category "A" damage. A/C 42-7548, *BULL OF THE WOODS*, piloted by Lt. Donald J. Hewkett, was the one loss suffered by the 66th squadron.

Sgt. Eugene L. Grimes completed his tour of operations today.

A/C numbers and Pilots were:

156 Lt. Frank W. Sobotka  
501 Lt. James G. Cary, Cat "A" Damage  
507 Lt. Arthur S. Marcoullier  
514 Lt. Gary M. Mathisen  
225 Capt. Robert J. Lehnhausen  
551 Lt. Carl A. Bohnisch, Cat. "A" Damage  
635 Lt. Raymond H. Townsend  
699 Lt. SHELBY W. IRBY

31 December 1943

ST. JEAN D'ANGELY, France

The 68th sent five A/C on this mission. Captain R.J. Lehnhausen was the Lead Pilot for the first element of this most successful mission. The bombs were dropped on a visual operation with these results: 81 percent of the bombs fell within 1000 feet of the ordered M.P.I., while 99 percent fell within 2000 feet. This is hitting the bull's eye. Moderate enemy air opposition and slight flak was encountered, with the Group claiming three destroyed. (The 68th claimed one.) No losses or casualties were suffered by the Group. The messages from General Hodges and General Johnson express the success of this mission:

Congratulations on the splendid performance today of the 14th Combat Wing. The record of the 44th and the 392nd in putting forty seven aircraft over the target out of forty seven airborne is a glowing tribute to the leadership and to the efficiency of Combat and Maintenance personnel. Also it gives me extreme satisfaction to tell you that your bombing today was the finest example of precision bombing yet accomplished by the Division. We are proud of all of you. Please pass this message to Fred Dent and Bull Rendle with my hearty and somewhat selfish wish for continued success during the New Year.

Signed,  
General Hodges

Needless to say, I'm proud of all of you.

Signed,  
General Leon Johnson

A/C numbers and Pilots were:

507 Lt. Raymond E. Hamlyn  
156 Lt. Harold L. Slaughter  
551 Lt. Arthur R. Anderson  
514 Lt. Sam D. Williams  
225 Capt. Robert J. Lehnhausen

EAC Claims

S/Sgt. William W. Smith LW Gunner 1 ME 109 destroyed.

With the closing of the month of December we find that the 68th flew sixty-five (65) accredited sorties. A total of thirteen aircraft of the 68th sustained minor battle damages from the missions, due to engagements with enemy flak and fighters. One A/C was lost in a crash-landing at Hull, England. Five combat personnel were killed and five are listed as Missing In Action. EAC claims for the month were 5-1-0. Five other missions for the month were planned but scrubbed due to bad weather. In rounding out the month, the success of our combat and ground personnel was self-evident and is without need of further qualification. The feeling that "we are ready this New Year for greater achievements than ever" was quite apparent.

In December, some of the men who joined the 68th squadron were: George Belskey, Carl A. Bohnisch, Bowyer, Robert S. Bray, Lawrence W. Chandler, Eugene B. Cieply, Jr., Carlos Collins, Delach, Harry Dickens, Dustinsavage, Herbert J. Ede, Eugene C. Edgerton, Frank F. Fara, John S. Giffin, Kenneth E. Hall, Walter G. Hoffman, Glen C. Hoyay, Roger N. Hutton, Jr., William C. Jones, Edward A. Kaslaskas, Warren E. Klein, William S. Kustinavage, William F. Leverick, Vincent G. Lopez, Weldon H. Maneval, Joseph E. Morin, Arthur L. Nelson, Bernard A. Ohler, Edward G. Pollman, Lewis W. Rhodes, Robert E. Robbins, Robert E. Rose, Frank J. Salmarco, Robert C. Schild, Alfred R. Shella, Ciof Sigismondo, Richard J. Sowers, Harold W. Spink, Alfred A. Starring, Arthur M. Steele, Arthur F. Testa, Vanderhead, Stanley C. Weiner and James B. Williams.

The attack on this airdrome of St. Jean D'Angely, France brought the activities of the Group to a close for 1943. The relative merits of day and night bombing were still being pondered, without a clear-cut decision. Losses were still high and the German fighter production was on the increase. However, with the Royal Air Force filling their night skies and the Americans bombing during the day (using the new radar technique for bombing through



Sam - C.Q...Charlie Deurell, Ed Purcell and Ben Gildart  
enjoying a day in the sun.

clouds), the damage to the German war machine was promising to the strategists conducting the Allied Air War. Experience had taught us that fighter cover on deep penetrations was a necessity to stop the high loss ratio and to whittle down the ever increasing German fighter force. The enemy had weakened their Russian air cover to bring about extra defense to their war factories. With the advent of instrument bombing, the Luftwaffe stayed below the clouds, reserving their strength for visual bombing missions and the crucial task which lies ahead.

#### JANUARY 1944

Germany was the target for air blows that were struck by the 44th Group on six different occasions, and France was the location for two other blows during the month.

#### 4 January 1944 KIEL, Germany

To begin the New Year's offensive, Kiel, Germany was the objective of the 44th Group's attention on this date. Leading the Wing were nineteen aircraft put up by the Group. The bombs were dropped with unobserved results. The mission itself was uneventful from the stand-point of enemy air attacks and flak action, but other Groups experienced fierce air attacks and flak action. The Group was largely hampered by the intense coldness—several crew members were the victims of frostbite, especially on the face and hands. One ingenious gunner used the Aldis Lamp as a hand warmer to prevent too serious of a case of frostbite. Moderate to heavy, inaccurate flak was prevalent. Without a doubt, coldness was the

biggest hampering factor on this whole mission—from the time of take-off to the landing time.

A/C numbers and Pilots were:

858 Lt. Harold L. Slaughter  
507 Lt. Arthur S. Marcoullier  
501 Lt. James G. Cary  
514 Lt. Hartwell R. Howington  
635 Lt. Raymond H. Townsend  
156 Lt. Frank W. Sobotka

#### 5 January 1944 KIEL, Germany

Back to the same target again today, but this was a visual mission against the great port city. The bombs were dropped with good results, after the Group had made two runs to ensure a good pattern of bombs on the target. Flak was of the negative type, with few of the 44th Group ships having been damaged. EAC were plentiful but their attentions were directed toward other Groups. Again, coldness hampered the entire operations, but the predawn assembling was quickly and successfully effected. The 68th was represented on this mission by five A/C. Sgt. Vernon Wells had his face frozen but not critically. He will be wearing bandages for a while.

A/C numbers and Pilots were:

813 Lt. Carl A. Bohnisch  
551 Lt. Arthur R. Anderson  
635 Lt. James G. Cary  
225 Capt. Robert J. Lehnhausen  
514 Lt. Raymond H. Townsend

#### 7 January 1944 LUDWIGSHAVEN, Germany

This mission was not completed due to bad weather conditions. These prevented the formations from properly grouping, so the entire effort was called off. Before turning back, the Group met with attacks by enemy fighters and heavy, inaccurate flak, but no damages or losses were involved. *VFOR VICTORY* (813) returned about an hour ahead of the rest of the Group with number four engine feathered.

A/C numbers and Pilots were:

635 Lt. Ben H. Gildart, Jr.  
507 Lt. Hartwell R. Howington  
858 Lt. Raymond E. Hamlyn  
813 Lt. Carl A. Bohnisch  
551 Lt. Arthur R. Anderson

11 January 1944  
BRUNSWICK, Germany

Brunswick was the intended target, but as the formations crossed the enemy coast a recall was issued. The 44th, just before turning back after the recall, spotted an opening in the clouds and decided to bomb a target of opportunity. MEPPEN, Germany was that target of opportunity and it was bombed with an excellent bomb pattern laid upon the factory area and the railroad area. Captain Lehnhausen was the Lead Pilot of the 14th Wing, with Colonel Dent as the Command Pilot. Little flak was encountered over the target. A few EAC were seen but no attacks were pressed home.

Sgt. Roy Hagnes is going off combat, due to an ear problem that won't go away. F/O Carl Bolick and Lt. Robert Stahler are being reclassified to ground duty today.

Approximately twenty-two Forts came in to our base for repairs and fuel. Some of their crew members described the action as they saw it. Some claimed the whole goddamned Luftwaffe came up to meet them. We had an air battle that lasted for three hours. The radio this evening claimed the German Air Force (GAF) lost more than a hundred fighters today.

A/C numbers and Pilots were:  
501 Lt. James G. Cary  
514 Lt. Frank W. Sobotka  
507 Lt. Arthur S. Marcoullier  
225 Capt. Robert J. Lehnhausen  
858 Lt. Raymond E. Hamlyn

13 January 1944

No mission was scheduled for today, only some practice flying. We lost a new crew that banked into a feathered engine near the base and spun in.

Crew members of 42-7551 Y were as follows:

P	2nd Lt. Glenn C. Hovey	0-676805
	Fairfield, IA	
CP	2nd Lt. Clifford C. Peterson	0-806699
	Atlanta, GA	
N	2nd Lt. Stanley C. Weiner	0-674819
	Santa Monica	
B	2nd Lt. Richard J. Sowers	0-679676
	Toledo, OH	
E	S/Sgt. Arthur L. Nelson	36378877
	Chicago, IL	



Nick Carsella and Puritanical Bitch <sup>to</sup> WITCH

RO	Sgt. Clarence W. Snow	37219104
	Kennewick, WA	
WG	S/Sgt. Walter G. Hoffman	19176655
	Los Angeles CA	
WG	Sgt. Robert E. Robbins	35369184
	Peru, IN	
HG	Sgt. Edward C. Pollman	35672481
	Cincinnati, OH	
TG	Sgt. Arthur F. Testa	35520803
	Cleveland, OH	

Captain Charles Kuch added these observations:

I was flying co-pilot with Major George Jansen on a slow time test hop. There was just an Engineer and the two of us. We turned into our final approach, and were following another ship which seemed to have a dead engine with the propeller turning. He was pretty low when he started to go around again. Major Jansen notified the tower that they had a ship in trouble.

The ship started a left turn at a rather low altitude. It didn't appear that the pilots were carrying enough power. The ship started down, still turning. Jansen told them, "It's too late,



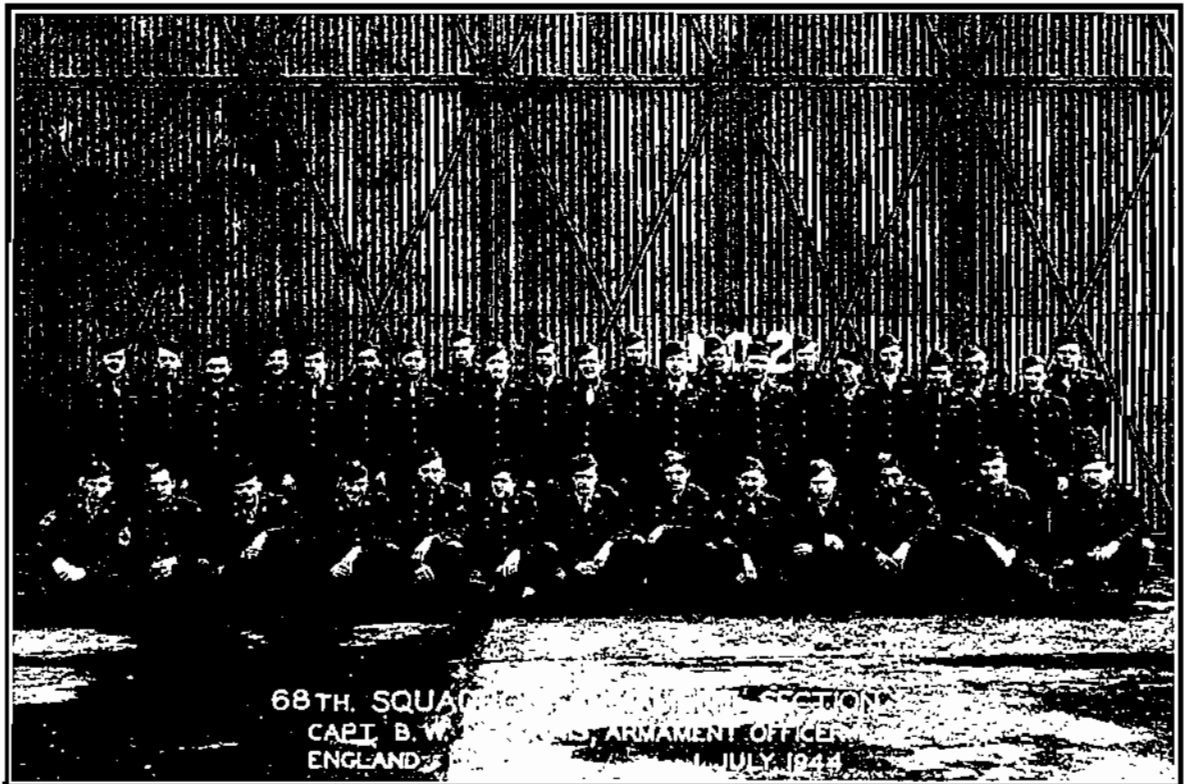
## The Build Up



Frank Sobotka's Crew. Bottom, left to right:  
 Milton Rosenblatt - Co-Pilot.  
 Fred Butler - Navigator.  
 Frank Sobotka - Pilot.  
 Abraham Teitel - Bombardier.  
 Top row, left to right:  
 Clarence Reeves - Tail Gunner.  
 Charles Shockley - Waist Gunner.  
 Andrew Ross - Waist Gunner.  
 Thomas Capizzi - Radio Operator.  
 August Samanitto - Belly Turret.  
 Clair Shaefer - Engineer.



Joy Smith's "FLAK MAGNET" after a rough one.  
 Inspecting main left strut for possible damage due to  
 landing with a flat tire. This ship proved true to its name.



68TH SQUADRON ARMAMENT SECTION  
 CAPT. B. W. ... ARMAMENT OFFICER  
 ENGLAND ... JULY 1944

Armament Section - July 1944



## The Build Up

Pathaway" as the ship struck the ground at a slight angle. We went around, flying over the crash site and helping direct crash and emergency vehicles.

### 14 January 1944 ESCALLES SUR BUCHY, France

Military installations along the coast of France were attacked on this date. Escalles Sur Buchy and Les Petit Bois Robert were hit with poor results. There was no flak over the target but the enemy sent up about twenty fighters to give challenge. The 67th lost one A/C to these attacks, but the enemy lost eight fighters.

The 67th Sqd. lost A/C 41-23779, 4-Q-2, piloted by Henry C. Goodwin.

A/C numbers and Pilots were:

635 Lt. Gary M. Mathisen  
501 Lt. Arthur R. Anderson  
225 Lt. Harold L. Slaughter  
514 Lt. Raymond H. Townsend  
507 Lt. Arthur R. Marcoullier

Cpl. Marion J. Brignac was transferred to Group.

### 15 January 1944

Sgt. John A. Nosal returned from the hospital today, and Lt. George R. Insley started a second tour. Captain Willie B. Weant returned to base from Sweden.

### 20 January 1944

The weather has turned quite severe: real British fog, rain, and wind. We have been alerted a few times in the past week but it always turned out the same: load bombs, preflight, top-off tanks, and then scrub mission. We have had a few air-raid warnings this week, first in a long time; they are all White and Red only—no Blacks anymore. Towns like London are packed anymore with Paratroopers and Infantry men. Most of them look like fresh arrivals.

### 21 January 1944 MILITARY INSTALLATIONS, France

Again, the military installations near the French coast came in for the attention of the planes of the 44th. Escalles Sur Buchy and St. Agathe D'Aliermont were the targets. The weather was quite

poor—cloudy—but the bombs were dropped visually after five runs were made over the target. Flak and EAC attacks were heavy and quite costly to the Group. The 68th lost four A/C to both types of enemy opposition while the 66th lost one A/C. The 67th lost one in a crash-landing in England. The 68th occupied the "tail-end Charlie" position and paid heavily for the privilege. Three gunners from the 68th that came back claimed three EAC shot down. In all, the 68th sent up seven A/C of the Group's twenty-eight, and only three of our ships returned.

Lt. Sam Williams was shot in the face and his co-pilot, Frank Davido, took over. In spite of a wound in his neck, he brought the ship back safely, although it was well beat-up. There are calls over the Tannoy for type "A" blood and I am sure it is for Lt. Williams. Just how bad he is, we don't know at this time.

A/C numbers and Pilots were:

501 Lt. Frank W. Sobotka—MIA  
225 Lt. Sam D. Williams  
813 Lt. Alfred A. Starring—MIA  
858 Capt. Ben H. Gildart  
635 Lt. Hartwell R. Howington—MIA  
507 Lt. Arthur R. Anderson—OK *in center of all 4 AC lost*  
514 Lt. Gary M. Mathisen—MIA

#### EAC Claims

S/Sgt. Norman B. Linville	Tail Gunner	1 FW 190 destroyed.
S/Sgt. Harry C. Valot	RW Gunner	1 FW 190 destroyed.
T/Sgt. Jim Caskey	Top Turret	1 FW 190 destroyed.

A/C 42-7501 P, MACR 2360, had the following men aboard:

P	1st Lt. Frank W. Sobotka, Jr.	0-799486
	Flushing, NY	
CP	1st Lt. Milton Rosenblatt	0-680721
	Miami Beach, FL	
N	1st Lt. Frederick C. Butler	0-676018
	Pasadena, TX	
B	1st Lt. Abraham Teitel	0-678496
	Brooklyn, NY	
E	T/Sgt. Clair P. Shaefer	33187932
	Wernerville, PA	
RO	T/Sgt. Thomas F. Capazzi	32533914
	Bronx, NY	
WG	S/Sgt. Andrew J. Ross	35663111
	Cold Spring, KY	
WG	S/Sgt. Charles W. Shockley	15332970
	Milan, IN	

## The Build Up

BG S/Sgt. August F. Smaniotto 19062047  
Santa Barbara,  
TG S/Sgt. Clarence D. Reeves 13046428  
Millvale, NJ

Milton L. Rosenblatt and Abraham Teitel were evadees and Rosenblatt returned to base. Butler, Ross, Schockley, and Samaniotto were P.O.W., Sobotka, Shaefer, Capazzi, and Reeves were KIA

A/C 41-23813 V, *VICTORY SHIP*, MACR 2358 had the following men on board:

P 1st Lt. Alfred A. Starring 0-743121  
Pasadena, CA  
CP 2nd Lt. Lewis W. Rhodes 0-807052  
Lockport, NY  
N 2nd Lt. Weldon H. Maneval 0-750204  
Frankfort, KS  
BP 2nd Lt. William C. Jones 0-684165  
Decatur, IA  
E S/Sgt. Lawrence W. Chandler 36427258  
Springfield, IL  
RO S/Sgt. Edward A. Kaslaskas 13127444  
Plains, GA  
WG Sgt. Eugene B. Cieply, Jr. 32491716  
Brooklyn, NY  
WG Sgt. Robert A. Mitchell 15323016  
Fairmont, WV  
BG Sgt. Arthur M. Steele 19170304  
Junction City, OR  
TG S/Sgt. Robert C. Schild 35338667  
Monroeville, OH

Robert C. Schild adds:

I was new to this crew. I flew only twice with them before going overseas. Therefore, I was not well acquainted with any of the men. This was our first combat mission. We came under heavy fighter attacks by both FW 190s and ME 109s. They eventually knocked out three of our engines and we could no longer stay in the air. Our co-pilot, Lewis W. Rhodes, was killed on the very first pass by enemy aircraft. Our pilot, Alfred A. Starring, was wounded as well, probably also on the first attack. As our co-pilot was already dead, Starring found it impossible to stay in formation, especially with two engines out. When later attacks knocked out the third engine, we were on our way down. At that time, the waist gunner came forward and jumped out through the bomb-bay. But I opened the rear hatch and went out from there, just as the plane went into its final spin. We must have been quite close to the ground by then, as my parachute had barely opened a few seconds before I hit the ground. Our navigator, Weldon Maneval, must have jumped from the front end at about the same time as I jumped, with his parachute opening but not quite quickly enough, and he was killed by his impact with the ground. I was taken prisoner and spent 16 months in Stalag Luft #4 and #6. Robert A. Mitchell, our right waist gunner, survived P.O.W. camp, but found that he had tuberculosis when he returned home after the war.



Crash of 42-7551 Piloted by Glenn Hovey in January 1944  
There were no survivors.

*DAMN IT*

A/C 42-7635 O Bar, *RAM IT* ~~BARBETT~~, MACR 2357, had the following men on board:

P 1st Lt. Hartwell R. Howington 0-800356  
Cantonment, FL  
CP 1st Lt. Herman M. Curtis 0-748585  
Seaport, ME  
N 1st Lt. Richard J. Kasten 0-683831  
Grand Rapids, MI  
B 1st Lt. Wayne D. Crowl 0-741741  
Canteburg, OH  
E T/Sgt. Archie R. Barlow 14151313  
Hattiesburg, MS  
RO T/Sgt. Alvin A. Rosenblatt 12164582  
Newrad, NJ  
WG S/Sgt. Charles W. Blakley 39831745  
Purma, ID  
WG Sgt. Alfred M. Klein 32336737  
New York, NY

## The Build Up

BG S/Sgt. Nicholas M. Heiter 17106849  
Bridgewater, SD  
TG S/Sgt. Earle E. Boggs 18162560  
Porter, OK  
Cm S/Sgt. Ray P. Reeves (67th) 18076981  
Alanreed, TX

Howington, Curtis, Kasten, and Crowl were KIA.  
Heiter and Boggs were P.O.W., Barlow, Rosenblatt,  
Blakley, Klein, and Reeves were evadees.

Sgt. Archie Barlow, engineer, relates his experiences that day:

Our 21st of January, 1944 mission was to be our first "milk-run." All of our earlier missions had been to Germany or Norway at high altitudes, extremely cold temperatures, and with heavy opposition from fighters and flak. Our "milk-run" was misnamed, for sure. We had a mid-morning call out and briefing instead of the usual predawn awakening. Our target was in the Pas De Calais area of Northern France. I don't think we knew what we were bombing at the time, but later found out that it was the launching sites of the V-1 ~~rockets~~ *flyer bombs* that were to later bombard England. The target area was cloud-covered when we arrived. We made several runs, trying to get a good visual drop from about 12,000 feet, when we first saw the German fighter formation. They made the first pass from off of our right wing, then climbed ahead to make the next pass at about 11 o'clock high.

They must have raked us with several 20 m.m. hits. One exploded directly on the nose, killing the bombardier and navigator, and turning their compartment into an instant inferno. We think the co-pilot was killed by the same blast. Another round must have gone off either on, or very near the top turret I was manning, blowing off the plexiglass dome and sending shrapnel into my left chest and arm. I grabbed the seat release cable and dropped to the flight deck. The right wall above the radio station was on fire and Rosenblatt, the radio operator, was putting on his chute. He yelled that we had other fires in the waist area and that he had been ordered by the pilot to bail out. A quick glance forward showed the pilot fighting the controls but apparently unharmed. I snapped on my chute, opened the door to the nose wheel compartment, and dropped down only to be hit by heat and flames blowing back from the nose area. I stepped out on the cat-

walk, thank- fully noting that the bomb bay doors were open and the bombs had been jettisoned, just as Rosenblatt dropped down from the flight deck. I took one final glance into the cockpit. The pilot was looking back and motioning with one hand for us to jump.

I actually jumped with the intention of free-falling for two or three thousand feet before opening my chute, as we had been instructed to do many times in training. The idea was to get you quickly out of the combat area and lessen the chances of being either run into or machine gunned by fighters. But that falling sensation was such a shock to the system that I couldn't have been more than twenty or thirty feet beneath the plane when I changed my mind and gave a hearty yank on the ripcord. I wanted to know—and immediately—whether or not that chute was good! It was, and the heavy jerk of the canopy's opening was a welcome relief.

I spent a few seconds trying to stop my wild oscillation, then looked off toward the plane. It was by then some distance off and probably had no more than 2,000 feet in altitude. As I watched, it went into a steep glide and hit the ground in a fiery explosion. I saw only one chute between myself and the plane, and figured that to be Rosenblatt's.



Larry Lawrence - Aircraft Mechanic

I came down in a plowed field on the edge of a small village, spraining an ankle in landing. An elderly lady, once confirming that I was an American, led me into a nearby wooded area where we came upon Charles Blakley, one of our waist gunners. Speaking no English, the lady made us understand, through sign language and by using my watch, that we were to remain there until she returned at nine o'clock that night. She left, going deeper into the woods; within fifteen minutes German troops were searching for us. Several of them, talking quietly but looking neither left or right, walked on a path no more than fifty feet away. Their preoccupation was the only reason we weren't seen.

Once the troops left, we spent a cold and miserable six or seven hours there. Blakley told me of a fire in the wing root area above the bomb-bays and that also we had lost one engine and another seemed sporadic. The photographer had been the first to jump from the rear hatch, and Blakley and Alfred Klein, the other waist gunner, had jumped once they saw the belly and tail gunners out of their turret positions. Blakley was unhurt, but in addition to the sprained ankle and minor shrapnel wounds, I found most of my hair had been singed off and my ears blistered from the fire.

Our benefactress was an hour late in returning for us and we were becoming quite concerned when we finally saw her approaching lantern. She and an elderly man who accompanied her led us through the woods for a distance, and then up a dirt road to her farm house. Upon entering, we were greeted by Rosenblatt and Klein who had been hidden there soon after their landing. We spent four days there while the underground secured civilian clothing for us. They told us they had learned that the pilot had gotten out of the plane, but that he was killed upon impact with the ground; his chute had been burned too badly to be effective. Before dawn on the fifth day, we were taken to a small railway station and escorted to Paris. We spent about five weeks there, moving from one family to another. At times we would all be together, and then we would be separated for a few days. About a week after our arrival, we were taken individually to a large department store and had pictures made for our forged identification cards. Once the cards were completed, we were ready to be taken to southern France where we would be guided through the Pyrenees Moun-

tains and into neutral Spain. We spent many hours memorizing and practicing the French pronunciation of our names, addresses, occupations, and other information on the I.D. cards. My French name was Georges Giraud.

After numerous delays and postponements we finally boarded a train, escorted again by Underground members, and made an overnight trip to Toulouse, in southern France. There, at a youth organization building of some kind, we were joined by eight other American and English flyers, and given clothing and a briefing for our trip over the mountains. It was to take three days of continuous walking and was to get us first into the small country of Andorra, and then into Spain. A short trip by train that night and a walk of several hours took us into the mountains, where we stopped at a shepherd's house with an attached barn. We were told we should be leaving in two or three days.

We spent ten days there, freezing our tails off in an open hay loft. The delay in starting our trip was at first explained as being due to bad weather along our planned route, and later as due to increased German patrol activity. After a week with several of us suffering from frost-bite and becoming ill on a diet solely of boiled mutton, we confronted our two Basque guides and demanded that we either start the trip or get some relief from the cold temperature. After much haggling, they finally admitted that they were actually waiting for a friend and several more allied flyers to join us for the trip. We agreed to wait three days, but no more.

When the other party had not arrived by our deadline, we finally started our trip, about dark, on the tenth day there. After a few hours of walking, I became sick to my stomach and my wooden slatted shoe-soles began coming apart. The outcome was that I couldn't keep up with the group, and in the early morning hours they had to leave me. I spent three more days in the mountains without food and then gave it up as a lost cause. I spent another day descending to a village in the valley below where I asked a farmer for assistance. He fed me, made repairs to my shoes, and discouraged me from going any further toward the border because of numerous German checkpoints and patrols. He further pointed out that my I.D. was invalid without a special authorization stamp for a thirty mile area along the border. Apparently I was somewhere near the middle of that area.

Accepting his advice, I decided to get back to either Toulouse or Paris and make contact with the Underground for another try at escaping. Following his directions, the next day I walked about twenty miles to a train station north of the city of Foix, the nearest point where my I.D. was again valid. I bought a ticket to Toulouse, and while waiting for my train, was questioned by two French Civil police. I didn't convince them for a moment of my French identity. They laughed when I pronounced my name. The laughter soon subsided however and the tone became more serious and the questions much more difficult. I tried bluffing briefly, but it's hard to give bluff answers when you have no idea what the questions are. When one pulled his pistol and motioned me toward the station, I told him in English who I was and what I was trying to do. Luckily, he knew enough English for us to communicate. After he had asked a few confirming questions, I received the customary hugs and kisses, and they left, after wishing me luck.

I spent the next day in Toulouse, trying to find the building where we had stopped on the trip down. Without an address, and afraid to ask anyone for assistance for fear of compromising the underground operation there, I gave up in the late afternoon and returned to the railway station. Hopefully, I would have a better chance of making my contact back in Paris, where I knew several addresses. I got in line several times to buy my ticket but there were always German soldiers too close for me to take a chance on my few words of French, so I would drop out. Afraid that my unsure actions were becoming too noticeable, I finally took another chance and asked a civilian policeman for help. My luck was holding. He bought my ticket and gave me information on my train, track number, and departure time.

Although there were German guards on the train to Paris, I only had to show my I.D. to civil police and railway conductors. Thankfully, no questions were asked. Arriving in Paris, it took most of the day to locate a small restaurant where we had once spent a night hiding in the cellar. A waitress there, an active underground member, took me to her parents' apartment, where I was to remain for the next month.

Underground leaders visited me there a few days after my arrival. After questioning me as to the details of my unsuccessful trip, they agreed to arrange another escape attempt, once

I had somewhat recuperated. At one point, seemingly worried that I might not be up to another attempt through the mountains, they mentioned that they could possibly get me out by submarine, but that it would take more time to arrange and would be much more dangerous. I responded that I didn't care for anything more dangerous, and would rather try the mountains again, providing I could get better shoes. A few days later they brought a pair of heavy brogans with steel hobnails: just the thing for mountain walking.

I was usually alone during the day for the first three weeks back in Paris, and it was becoming quite monotonous. My only activity was calisthenics, which I took several times a day. I was much displeased with myself for having failed in the mountains, and resolved to have myself in better physical shape for the next attempt. My hosts, although speaking no English, seemed to understand my feelings and I noticed they were giving me increased amounts of food, although they could ill afford it. The monotony of my stay was broken when a young P-51 pilot, Lt. Lynn Drollinger of Walla Walla, Washington, joined me. It was good to have his company for the remainder of my stay there.

About mid-April, Drollinger, myself, and several other Americans were escorted to Toulouse by train. Stopping there only to change trains, we took a southwesterly direction into the Pyrenees foothills and were joined at a small village with several other groups. A count showed four Basque guides, all heavily armed with sub-machine guns and pistols, and an assortment of 46 airmen, representing some eight or nine allied countries. In addition, there were a couple of underground members, also armed, who had used up their luck and were leaving France to avoid being captured by the Germans.

We were split into groups of six or seven members, and each group was given food to last for the three days we needed to reach Spain. We started our trip at night and walked almost continuously for five days. Our only rest would be when one of our guides, leaving his weapons behind, would proceed to a village or farmhouse to get information from friends about German patrol activity in the area.

Because of several detours we were forced to make, our route was much longer than planned. By rationing our food supply we had enough for four days but on the next day we were completely out and near exhaustion. At



A/C 42-95260 LILLI MARLENE

Crashed on take-off December 28, 1944  
with Jessie Bledsoe and Crew. There were no survivors.

mid-morning we stopped at a barn to rest while two of our guides left to secure food in a village a few miles away.

After two or three hours, with some of us asleep in the barn and others outside in the sun, one of our posted guards came running in shouting that a German patrol was near and approaching fast. Immediately most of the group ran in the opposite direction, and apparently, into a second patrol. The shooting started even before some of us were out of the barn. Several of us had our shoes off and the few seconds it took to get them on and get started was probably to our advantage. Although we couldn't see the battle, from the gunfire we could approximate the two patrols' locations and we took off elsewhere. Within a couple of hundred yards I overtook Lynn Drollinger and a little later we came upon Lt. James Lyles, a B-17 pilot from Brownsville, Texas.

The shooting went on for several minutes and for awhile we could hear bullets hitting in the trees around us. The guides, and others who were armed, must have put up a good fight; because of their small number it was a losing battle, as we were to find out later. We continued walking at a fast pace for an hour or more, and then stopped to talk over our situation. Drollinger had an escape map of France and apparently had a better idea of where we were than Lyles or myself. He pointed out that although the Pyrenees ran east and west, we were near the village of Bagneres-De-Luchon and actually closer to a north south bend the

border followed in that area. Furthermore, the Germans would probably be expecting us to continue south. After some discussion, we decided that due east would probably be our shortest and safest route.

We made plans to cross the valley to the east and then what lay beyond the opposite mountain. Just before dark, we came upon an English airman, Stan Camish, who had been in our group. We walked most of that night, stopping to rest in the early morning hours at a small unoccupied cabin. We were physically exhausted and hungry, and, in the darkness, had become unsure of our direction.

At dawn we started up a snow covered slope of perhaps three miles that led to a ridge that we hoped, and prayed, to be the border. It was slow going on the frozen snow crust for awhile, with a lot of slipping and falling, but as the sun rose and it warmed up, we had better success in breaking through the crust to secure a foothold. Lyles seemed to be weaker than the rest of us and we would have to help him at times.

About mid-morning we looked back and could just make out a German patrol leaving the area where we spent the night. We put on all possible speed but, in our weakened condition, that couldn't have been much. Lyles was having to stop and rest often and appeared to be weakening fast. I stayed back to help him for awhile, but he finally passed out completely, not responding to my shouts or shaking.

Looking back at the patrol, still not within firing range, I could make out six troops and two leashed police dogs. Another glance up the slope showed Drollinger almost to the ridge and Camish perhaps a hundred or more yards behind, and both just barely able to move. After more attempts to revive Lyles proved unsuccessful, I had to walk off and leave him passed-out in the snow. It was to a point where it was him being captured—or shot—or the same for both of us if I stayed any longer. By the time I reached the ridge crest, the others had gone into a wooded area some distance below, and were out of sight. Some minutes later I heard rifle shots. I hated to guess at what that meant. It took a couple of hours to reach a road in the valley. I stopped at the first house I came to and asked if I was in France or Spain! When I asked about a telephone, I was told I would have to walk several miles to a village to find one. I'll never forget the mixed emotions running through my mind as I plodded out those last



## The Build Up

few miles. My emotion, of course, was the relief of having reached Spain safely. The other was the sadness for Lt. Lyles and the others of the group. On reaching the village I located Lynn and Stan at a small hotel. The proprietor had allowed them to register, then recommended they report to the village police and to a small hospital near-by. The police only wanted our names; then we received first aid at the hospital for our many cuts and bruises. After returning to the hotel, we were having dinner when Lyles walked in. Seeing him alive had to be one of the happier moments of my life. He had come to at the sound of gunfire, with bullets hitting in the snow around him. He said these sounds were the only incentive he needed to struggle the rest of the distance to the mountain crest and over it. After he had eaten and been to the police and the hospital, he had to make the long distance call reporting our presence to the American Consulate, since he was the only one of us that could speak any Spanish. The representative he talked to, after taking quite a bit of information, spoke to the hotel owner and made arrangements for her to put us up and advance us a few dollars for personal needs.

The next day, two more from our group joined us there: an English and an American flyer. The American, after fleeing from the patrols, was hiding in the brush sometime later when the German troops and their captives came by. He reported that many of the captured airmen were having to help others who had been wounded. He saw none of our guides in the group. The few of us (probably no more than seven or eight) who made it to Spain never actually knew the fate of the others. It would be interesting to get the rest of the story from one of them. The date that the patrols surprised us was April 22, 1944.

Because of heavy snow blocking the pass south of us, we had to stay two weeks in the village and then walk out—with a Spanish police as our guide—to another town, where we took a bus to our official internment site, west of Zaragoza. I forgot the name of the small town where we stayed at a resort hotel. There were nearly a hundred of us there—all Allied airmen who had gone through experiences similar to mine—with fifteen or so of us coming and going each week. At the end of May, a group of us went by bus to Gibraltar. We were then flown by British aircraft to London, arriving on June 1, 1944. After three days of interrogation by a joint British-American intelligence unit

there, I was allowed to visit back with the 44th Group at Shipdham for a couple of days. When I attempted to return to London on June 5th, everyone had suddenly gotten busy and secretive and no one was allowed to leave base. June 6th, however, made the news, and the secrecy was over: the invasion of the Continent had started. Late that afternoon, I was allowed to return to London to await my flight to the U.S., arriving in Washington D.C. on June 19, 1944.

Archie also added,

Time sure plays tricks on you after forty years. I think, but am not positive, that our plane was QUEENIE, and not ~~RAMIT DAMN~~ <sup>LT</sup> ~~MR~~. I do remember her crew chief was M/Sgt. C.E. Lee. We also had an eleventh man aboard that day. He was a photographer. I think his name was Wilson. He had loaded up in the rear just before take off and I never saw him then or later. When I came through the intelligence unit in London in June of '44, I was told that he, too, had just passed through there after, making it out of Spain. NO - REEVES

S/Sgt. Earl E. Boggs said,

There definitely was a cameraman on the plane that morning. When we loaded into the plane, I went in through the rear camera hatch, and the camera was raised up into the fuselage. It completely blocked off the tail section, so I had to wait until it had been lowered into position before I could get back into my tail turret. I remember telling the cameraman that if we had to bail out, he was not to raise the camera up into the plane and cut me off back there in the tail with no way to get out. Instead, he should salvage the darn thing.

When I came out of the turret to bail out, the camera and the cameraman were long gone. I do not remember the man's name but I have a list of our crew for that day—perhaps it was Ray Reeves.

Although Sgt. Charles W. Blakley and Barlow were crew-mates, all of their time in France was not together nor was their escape route the same. Blakley recalls his experience this way:

On January 21, 1944, there was an all-out effort for the 8th and 9th Air Force (as well as the RAF) to attack the Buzz Bomb sites of France. The 44th Group was assigned two

separate targets for the day. The 67th and 506th squadrons were briefed to attack sites near Agathe D' Akermont, south of Pas De Calais, while the 66th and the 68th squadrons were to attack site near Escalles Sur Buchy. This mission was my eighth with the 68th and was to take just four hours to complete. Our fighter coverage was to clear the air from ground level up to forty thousand feet for a period of two hours. Bombing altitude was twelve thousand feet.

This proved to be a costly day for the *FLYING EIGHTBALLS*. The 67th lost Lt. Keith Cookus in the lead ship, which crashed on the English coast on the return. The 66th lost Lt. Martin Spelts and the 68th lost Lt. Gary Mathison, Lt. Alfred A. Starring, Lt. Frank Sobotka, and Lt. Hartwell Howington.

The leader of our twelve ship element (66th and 68th) was unable to locate the target through the cloud cover. We were on our fifth bomb run when we were hit with ME 109s making a frontal attack. A glance at my watch told me it was 15:15 hours and we should be in the traffic pattern over Shipdham preparing to land. All the other bombers were long gone as well as the fighter escort. Then here came another attack from the front, and we were hit bad. Number three and four engines were on fire and flames were also coming over the wing above the radio compartment. I strapped on my chute and grabbed a fire extinguisher to try to put out the inside fire. Looking around I found I was the only man left in the rear and I quickly decided to leave through the camera hatch, following the others.

I delayed pulling the cord for about six thousand feet. When I did, the chute finally opened and I was in a vicious tumble which slowed eventually. As I neared the ground, I saw a large tree below me. I pulled some chute cords to drift from it and the next thing I knew, I hit the ground very hard. I noticed I had just missed a wire fence. After hiding my chute, I started running into the woods when I saw someone coming towards me. I hid in a thicket near the trail and as two people approached, I recognized one as being our engineer, Archie Barlow. When I called to Archie, the French woman that had rescued him almost had a heart attack. She then hid both of us, returning around 20:00 hours to take us to her home. In the meantime, while we were hidden, it started to rain and we could hear German soldiers as they searched the area. After we got to the

French woman's home, Alvin Rosenblatt and Alfred Klein, both from our crew, were brought there. At this time we learned that Lt. Howington's parachute had burned and he was killed on impact with the ground. The co-pilot, Lt. Herman Curtis, the navigator, Lt. John Kasten, and the bombardier, Lt. John Crowl, all went down with the plane. This accounted for all the crew, except Sgt. Earl Boggs, the tail gunner, Sgt. Mark Heiter, ball gunner, and Sgt. Ray Reeves, cameraman from the 67th. Boggs and Heiter were captured and became POWs while Reeves evaded and finally got back to Shipdham.

We were shot down on Friday, and by Monday morning the French had us outfitted in civilian clothes. One of my problems was finding shoes that were large enough. I wore size 13. Finally they located a pair of patent leather Oxfords in my size. I was still wearing them when I arrived in Andorra on our way out. But when we got into deep snow in the Pyrenees Mountains. I had to cut up a heavy overcoat to make leggings to go with the oxfords.

On the Friday we went down, a man from Paris was in the area, and he returned to Paris to locate some members of the French Underground. Early Monday morning there were two Frenchmen there to take us to the train station and on to Paris. They briefed us that we would see lots of German military, but told us to disregard them and we would not have any problems. We were in Paris by Monday evening and the four of us were separated to stay in different homes. I ended up with a RAF pilot named Bill Waudby from Hull, England. Bill was a Spitfire pilot that had gone down while strafing a freight train. For the next two weeks, Bill and I were with a family that operated a bakery. We stayed on the second floor, only going down to their quarters when the store was closed or at night. The lady would bring us breakfast and coffee each morning. From our window we could hear lots of German soldiers walking on the sidewalks below. Their metal capped bootheels had a particular sound that made them easy to identify.

Bill and I decided that if we were ever to get out of France, it was going to require a lot of foot travel. So we spent a lot of time doing "push-ups" and "sit-ups" to stay in shape. When I returned to the 44th Bomb Group, one of the officers could not believe we had been doing calisthenics on a daily basis.

After two weeks at the bakery, we were



told to prepare to move out. We were under the impression that we were headed for the French border, but the move was only to another French home in Paris, on Impasse street. This man worked at the railroad shops and some of the family worked at a near-by cafe. The family lived on the third floor in this building, but Bill and I stayed on the fifth floor.

Sundays, the family would go out into the country to a farm where other family members were living. They would return with sacks of food items and vegetables. During the early evening, some of the family would take Bill and I separately for walks in the neighborhood.

We were told that the photographs taken at our home base to be kept in our escape kits were a dead give-away if used to make false passports. The Germans could tell by the photo from what airbase the photo was taken; that is why new photos had to be made for everyone. One afternoon a French man took us to get new photographs made and we had to travel on the Metro (electric train). We boarded the train at a right hand station. The car was very crowded and we were barely able to get aboard before the sliding doors closed. We were standing shoulder to shoulder with German soldiers. At the next stop the station was on the left side and the car nearly emptied. All of us except Archie Barlow moved across the car to a vacant seat, but he stayed there standing with the German soldiers. When he went to move, somebody or something was holding him by the back of his coat. He stayed cool and found out that it was not the Germans that had hold of him but that his coat tail was caught in the sliding door. He remembered from a previous trip that the next station was on the left side and then the next one was on the right side. After the door opened, Archie again joined us and sat down with the group.

By March 1, 1944, our false passports were in order and we were ready to leave Paris. My new name was *GASTON LOUIS HUMBERT*. Some guides helped us travel from Paris to Toulouse on an overnight train. We were hidden during the day time; part of this time was in a public library. We sure stuck out like a sore thumb in there. That evening we boarded a southbound train and as we slowed for a station, we were told to jump from it on the opposite side from the station, at a small village of Foix. Our French train ride had started at Poix and ended at Foix.

We stayed in the railroad right of way for

some time, until there was not any activity at the station. Our group consisted of fourteen airmen and four or five guides. We walked for the rest of the night toward the Pyrenees Mountains. The next morning we arrived at a house and barn. We stayed in the barn for five days, waiting out a snow storm. To keep warm at night, a long bed was made in the hay. One person would cover everyone with a tarp. Each one was laying bare foot to arm pit with the next person. Then hay was used to cover everybody. The person who did the covering had a hole left for him. This had to be done daily with the last light of day, and no one could move until daylight. Before morning came, you would get very stiff from laying in one position.

The guides bought a sheep or two from a farmer, and at the end of the second day we enjoyed a meal of boiled sheep. The only parts that were not put into the big iron boiling pot were the wool and the baa.

By the evening of the fifth day, the guides thought that the snow had frozen enough for us to travel. We started out about sundown. During the night, Archie Barlow became sick and exhausted from traveling in the deep snow. He was slowing down the group, so the guides advised us to leave him in another barn. He was to stay for three days to let us get out of the area. Rosenblatt and I left him some of our rations and matches. Barlow told me later that he moved right after we left him to another building. He was not able to start a fire and the food (corned beef) was so frozen that he could not eat it.

The rest of us traveled through snow as deep as our armpits. One day we stayed in an old castle. That was about the only place we could build a fire and do any drying of our clothes. One night after we had walked across an ice filled stream and crossed a highway, a German patrol passed a few hundred feet below us.

Early in the morning of the 13th of March, the guides seemed to be lost. They were looking on the hillside for something: locating a door opening to an aqueduct tunnel. For an hour we walked between the tunnel wall and the large water pipe. Your left shoulder would hit the wall and the right one would be against the pipe bands. When we came out of the tunnel it was daylight. We had gone through the mountain instead of having to go over it.

We rested for a while. The guides pointed to a summit and told us that the top was the

frontier. By 13:00 hours, after climbing the last two hundred yards on a glacier on our hands and knees, the thirteen airmen had traveled for thirteen days since leaving Paris. We were out of occupied France and in the country of Andorra, high in the Pyrenees Mountains.

Late in the afternoon we were down in the valley, the snow was melting, and we were in a small village. The fellows who had taken us across the mountains had done their job and we didn't see them again. To me, the French Underground was any group of people which thought that their war effort was passing us onto somebody that they knew and trusted. That was how they were doing their part of the war effort.

For the next two days we were in the village of Andorra. The village is the capitol of the Republic. Andorra is a country of only 175 square miles, stuck in the Pyrenees Mountains between France and Spain. We were in one big room that looked like the United Nations in hiding. There were Americans, British, French, Spanish, and Germans. Everyone was hiding or had deserted from some country.

We were told that we were waiting for the British Embassy to come for us. My patent leather oxfords we replaced with a pair of hemp soled sandals. Our night walking was not over and I wished later that I had my oxfords back. I also gave up my "long-john" underwear that I received in my Christmas package from home. A car had taken us south, but the Andorra-Spanish border guards had to be bypassed, so it was another night of walking. All night long the rocks worked up through the braided hemp sole of the sandals. We spent the day in another barn, but this time it was in Spain. About sundown, an employee of the British Embassy came for us in a 1934 Ford sedan that burned coke for fuel. It was daylight when we came over the hills above Barcelona and the first time in many months that we saw a city that was not under the effects of the war-time black-out. For our British comrades, it had been years.

The British Embassy outfitted with us with a complete new outfit, including a two-piece suit. Then there were physical examinations, interrogations, and food. They were not able to move all of the group to Madrid at one time, so Rosenblatt, Captain Don Dilling, and I stayed behind. One Sunday afternoon one of the Embassy employees took the three of us to the bull fight.

After going to Madrid, it was on to Gibraltar where we were flown in a French Moroccan C-47 to Casablanca.

At Gibraltar, we reported to the American Military Liaison Office, American Consulate. A full Colonel (Horace W. Forster) that smoked roll-your-own Bull Durham cigarettes had a staff made up of one S/Sgt. They issued us military uniforms and toilet articles. Before they sent us on our way, we signed a form that we were tell our escape story to NO one unless that person was authorized.

There was a two day wait at Casablanca for a transport that was going to England. We were traveling with a very high priority number (one). The thirteen evadees were the first called out to board a C-87 (Liberator transport) that was bound for England. It was about a nine hour flight.

At London we were taken to a Canadian hospital for more physical examinations. I had caught a head cold and they treated my infected ears. We went through much more interrogation and were issued new uniforms. It was like the first days in the Army, except this time they cared how we looked and there were people to help alter the uniforms so that they would fit. We were told that our ETO war days of flying were over and we would be heading for the United States.

On April 12, Alvin Rosenblatt and I returned to the 68th Squadron for a short visit, where I received my T/Sgt. stripes. Then on April 14, 1944 we received our orders to return to New York on a C-54 flight from Scotland. We received a twenty one day leave in route to a redistribution station. After my leave back home in Idaho, I went to Santa Monica, California and then to a Spokane, Washington hospital for five months. I finished WW2 at Chanute Field, Illinois as a Phase Chief (an instructor supervisor) in the engine phase of the Power Plant School.

Sgt. Charles W. Blakley received the following letter dated July 14, 1945:

Mister,

I am an unknown French girl for you, so I think you will be very much surprised to receive my letter but I believe you will understand as soon as I explain the reason to you. Will you remember of the 21st of January 1944 where your airplane fallen down somewhere in France, you jumped out in parachute but sev-

## The Build Up

eral of your comrades were killed, I saw one of them whose parachute did not open. I found his wrist watch and I naturally did not give it to Germans who were there. My dearest desire is to send it to the soldier's parents in America. I am very sorry I could not be his military address because I later be forbidden to approach nearest him, I just know his name and birthday. Howington Hartwell 23-10-21-and I suppose that is worth. After you arrived OK on the ground, a women of French Tory Inside gave you and three other men—Alvin A. Rosenblatt—Alfred M. Klein—Archie R. Barlow hospitality before you go to Paris then England or America. Lastly I went and saw her, she gave me your four addresses so I write the same letter to other three soldiers hoping to have an answer.

I should like to know if Howington Hartwell is a friend of yours who was in your airplane with you. I should be very grateful to you if you know something about it. Please, tell me his military and civilian address, I hope you will reply to me soon and I beg to excuse my bad English. I have learnt it at school and you must guess how much difficult it is.

With all my thanks I give you my regards. God bless and guard you always.

A French girl,

Gilberte

Here is my address  
Madamosielle Gilberte Daumal  
Lignieres-Chatelain  
Somme, France

The second letter from Mademoiselle Daumal to Sgt. Charles Blakley dated August. 1, 1945 follows:

Dear Charles,

I can't explain how much I was happy when I received your welcome letter on the 13th of July. I was very moved when I unsealed it because I didn't know if you could tell me what I wanted. Now, my dearest desire is satisfied. First I prefer write to his brother, I suppose, but I am not sure that Mrs. Howington Hartwell knows the death of her husband.

I don't want to give her a great pain so I shall ask him if I can write with sincerely all this sad truth. The destiny confide a difficult mission to me, don't you find? I sincerely hope to realize it, so I am very grateful to you. Lastly I wrote to the woman who gave hospitality to

you and your three comrades. I told her all what you said in your letter. I don't remember if I related that Lt. Howington was buried in the cemetery of Paris. I know his grave very well, I was want to go and carry flowers, but now he is not there. American authority has taken away all the soldiers' bodies and transported them in a small village in a other district. I can't go, it is a too long way but I know the name of this new place. Certainly you think that near two others of you comrades were ground or burnt inside the airplane. Germans put their remains into a small coffin and buried it near Howington but we don't know their names. Alas! they will be unknown always. I shall write in order to tell you how and when I'll send the watch. I promise you to not forget your help.

Now I close my letter thanking you again and wishing God guard you until you go back home.

With all my best,  
from a French girl,

Gilberte

The remains this young French girl spoke of were those of Lts. Wayne D. Crowl (Bombardier), Herman M. Curtis (Co-Pilot), and Richard J. Kasten (Navigator).

A/C 42-7514 O, MACR 2359, had the following men on board: (This was their 18th mission).

P	1st Lt. Gary M. Mathisen	0-735418
	Seattle, WA	
CP	2nd Lt. Norris S. Ballangrud	0-681300
	Portland, OR	
N	2nd Lt. John J. Cleary	0-678888
	Long Beach, CA	
B	2nd Lt. Donald R. Hoeltke	0-678414
	Pittsford, NY	
E	T/Sgt. John L. Dickinson	32453614
	Gladstone, NJ	
RO	T/Sgt. Richard E. Allen	32456988
	East Orange, NJ	
WG	S/Sgt. Victor J. Adams	32323720
	Brooklyn, NY	
WG	S/Sgt. Jack N. Ostenson	6569189
	St. George, UT	
HG	S/Sgt. Leo M. Tyler	17155940
	Glenwood, MN	
TG	S/Sgt. Joseph E. Playford	11052136
	Ossining, NY	

22 Through 28 January 1944



Charlie Deurell, Frank Davido and Ray Townsend in early spring of 1944. Townsend lost his life at Brunswick, Germany on April 8, 1944.

Cleary, Hoeltke, and Allen were P.O.W., and the balance of the crew was K.I.A.

On this day Lt. Ellsworth P. Rowinski was released from internment in Sweden where he had been interned since the 29th of May.

The following information was provided by relatives of Donald Hoeltke: "Only three men got out of the plane and one of these was very seriously injured. (Probably Tyler) The plane was shot down in the area of Bruay, France."

When Lt. Hoeltke hit the ground, he was immediately surrounded by troops with about 18 bayonets shoved at him. There was no possibility of any attempt at evading capture. He was taken in for interrogation according to the usual procedure, but Donald learned that his interrogator had worked in the U.S. for several years, knew Al Holderman of the Gannett News, and had returned to Germany as a private pilot. Later he was grounded and, due to his excellent English, was made an interrogator of English and American P.O.Ws.

Lt. Hoeltke's widow stated that he had told her that he thought three men got out and parachuted, but one was critically wounded and could have died. He knew that Sgt. Tyler had been made a P.O.W.; their site of capture was about 45 miles east of Calais, France.

Lt. Hoeltke was later sent to Stalag #1, Barth and remained there until the end of the war. Lt. Cleary's name was not mentioned.

Lt. Sam Williams transferred to the hospital on the 22nd.

Several of the men attributed the great loss yesterday to the fact that they made five runs over the target before the Lead Bombardier dropped his load, which was the signal for the other planes to release their bombs.

On the 23rd, two of our ships went out with the Group, but they were recalled and were back within two hours. The R.A.F. dropped two thousand tons on Magdeburg last night and lost fifty planes on the mission. Captain Weant and Major Brandon returned from Sweden today. Seems there was an exchange for two German officers who were in the hands of the English. Lt. Williams seems to be doing well since his surgery; several pieces of flak were removed from his skull.

On the night of the 27th, the R.A.F. was out again in full force; we knew this by the elapsed time it took them to get over our base.

Lt. Michael J. Neri transferred to Group Headquarters.

29 January 1944  
FRANKFURT, Germany

On the Frankfurt/Main, Germany raid, the 68th sent up four planes with three of the four aborting for technical reasons. The 68th was represented by a single plane. The bombs were dropped with unobserved results. Flak and enemy fighter opposition was moderate. No losses or damage resulted from flak or EAC, and no claims were made since the fighters kept away from the formation.

A/C numbers and Pilots were:  
535 Lt. D. Miller—turned back  
858 Lt. R.E. Hamlyn

Two others took off for this mission but were forced back due to various reasons. One was forced back because "Wormy" Nealon locked himself out of the nose turret and the pilot refused to continue under those circumstances.

PFC Arthur Wilder transferred to the 2nd General Hospital. Captain Robert J. Lehnhausen transferred to Group.

*Omitted Howington crew*

30 January 1944  
HANOVER, Germany

Due to very dense cloud conditions, a target of opportunity was bombed instead of the intended target with unobserved results. The Group, with three A/C that the 68th put up, met moderate but inaccurate flak. Some EAC were seen but no attacks were made.

A/C numbers and Pilots were:

156 Lt. C.A. Bohnisch  
858 Lt. H.L. Slaughter  
987 Lt. A.R. Anderson

On the 31st, Bud Kane succeeded in obtaining a transfer to London as a member of the Stars and Stripes. He had to take a bust to private to make the transfer but I'm sure he will make it back in a hurry. He writes a good story and is an excellent photographer.

Personnel losses for the month of January numbered forty-one (41) all of which were lost on the mission of the 21st. From this the same mission, the month's total aircraft lost was four. Three A/C sustained battle damage from all the raids flown this month. There were thirty-eight (38) sorties accredited to the aircraft of the 68th squadron. The total number of EAC claims were three destroyed and one probable. The over-all results of the missions of the month can be classified as "uncertain" due to the large loss of the 21st.

During January, the following men joined the 68th squadron: William M. Averill, Jr., Andrew F. Babick, Ball, Phillip W. Bell, Andrew S. Champion, Salvatore J. DeLuca, Domonic J. Delperuto, Phillip A. Devanty, Julius B. Donaldson, J.R. Dunnovan, Eugene N. Dyer, Alfred V. Fairall, Charles H. Freeburgh, Thomas J. Fresch, Robert J. Gleason, George W. Hall, James A. Hammontree, Wiley W. Haynes, Jr., George R. Insley, James L. King, Harold F. Koehler, Harry E. Koester, Charles V. Krebs, Donald W. Martin, Antonio Milillo, Michael J. Mungovan, Edgar F. Murphy, John W. McFarland, Russell L. Parsons, Eugene A. Phelan, James A. Schroeder, Antonio Scorpio, John S. Seamen, Irvin N. Selm, Keith W. Sprenger, Dale Stufflebeam, Kenneth E. Sullivan, Robert V. Swegel, G.A. Thelan, Otis Van Rogers, Walter A. Walser, George F. Williams, Homer W. Williams, and Wing.



Alvin Rosenblatt and Charles Blakley - Evadees

### FEBRUARY 1944

During the month of February, the 68th flew twelve operational missions against seven targets in France and five targets in Germany.

#### 1 February 1944

I spoke with Colonel Brandon today and inquired about Sgts. Gavin and Paffenroth. He thinks they should be back soon. He personally spoke with the American Attache in Sweden and explained that Gavin had his twenty-five missions in and should be given a break, when and if it comes time to be sent home.

Lt. Robert C. Peterson was transferred to 8th AF Headquarters.

#### 2 February 1944 WATTEN, France

The 68th sent up four A/C on today's mission. We bombed the target with unobserved results after two runs were made over the target. The flak was moderately accurate over the target area, with all four of the 68th ships suffering minor flak damage. The mission was flown under severe icing conditions and a 10/10th cloud condition. Our ships carried four 2000 pound bombs each, which amounted to an all night job for Ordnance, who had to unload before reloading. A ship from the 506th crash-landed on the coast of England and all aboard were killed. The ship was 41-24282, *RUTHLESS*, piloted by James Bolin.

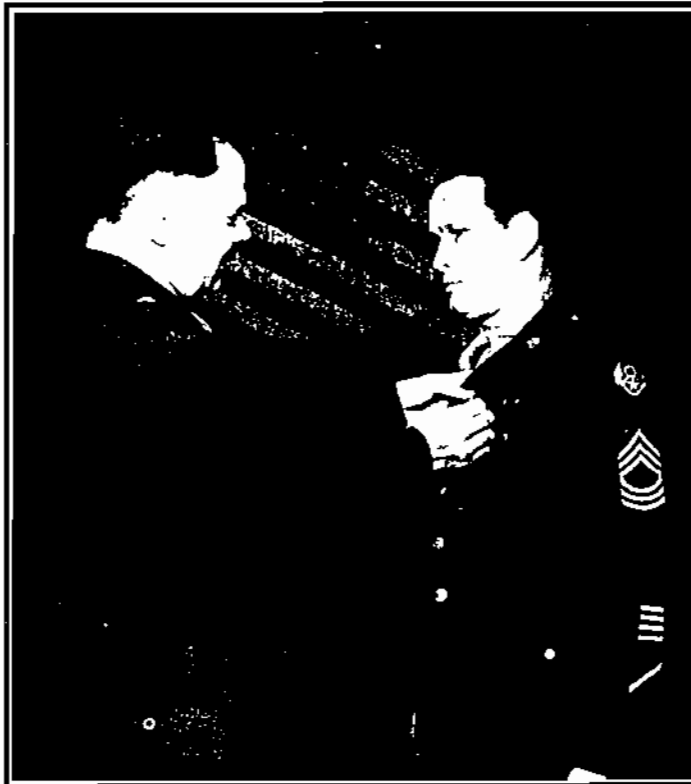
The Build Up



Colonel Johnson with Howard J. Foley - Crew Chief



Colonel Johnson with Laurence Villemez - Crew Chief



Colonel Johnson with Hughlette Salter - Flight Chief



Colonel Johnson with Jack Russell - Inspector

## The Build Up

### 3 February 1944 WILHELMSHAVEN, Germany

Our ships got off OK but returned in about three hours due to a recall. Nealon, who flew as bombardier, told me the recall was received just short of the target. He was all steamed up because of the recall; he has flown several of these lately, where no credit was received for the mission.

This a.m., as the ships were being pre-flighted just before take-off, a man from the 67th got too close to a prop, and it severed his head. Sgt. Edward Whitman has been reclassified on medical grounds due to wounds received at Wiener Neustadt last October and is now Squadron C.Q. This shifts Sgt. Ambrose Hansen, who has been grounded for medical reasons, back to active combat status.

Lt. Grover C. Trumbo transferred to the 506th Squadron.

### 4 February 1944

Sgt. Lloyd Allbright returned to the squadron today after spending 72 days in the hospital. He was wounded at Bremen on November 13 by a .20 m.m. shell that pierced his flak suit and wounded him in the right shoulder. He looks OK and will be ready to go after a seven day pass. He stated that Sgt. Daniel Areford, who was wounded back in October, is doing fair. He has lost a lot of weight and is scheduled for more operations. The following ground men have been selected for rotation to the States due to age and service time: M/Sgts. Ybur Campbell, Robert Gam-mage, and Walter Marvill.

### 5 February 1944 TOURS AIRDROME, France

This airfield was hit with results ranging from poor to good. The 68th put up four A/C; one was lost to enemy action. Jerry really ganged up on the *EIGHTBALLS* today. The Group claimed three EAC destroyed, two of which were claimed by the 68th. Little or no flak was encountered by the Group over the target, but the presence of EAC made up for the absence of flak. James Dick and Edward Dunn each received credit for an FW 190 destroyed.

A/C 42-10081 Z, *STAR VALLEY*, MACR 2233, had the following men on board:

P	1st Lt. Carl Bohnisch	0-735031
	Lindsey, CA	

CP	1st Lt. John S. Giffin	0-805903
	Schenectady, NY	
N	1st Lt. Herbert J. Ede	0-729151
	Louisville, KY	
B	2nd Lt. Harold W. Spink	0-678399
	Lincoln, NE	
E	T/Sgt. William F. Leverich	37224192
	Kansas City, MO	
RO	T/Sgt. Bernard A. Ohler	13135813
	Baltimore, MD	
WG	S/Sgt. Kenneth E. Hall	11114148
	Haverhill, MA	
WG	S/Sgt. Eugene C. Edgerton	31281654
	Andover, CT	
HG	S/Sgt. Warren E. Klein	16064248
	Detroit, MI	
TG	S/Sgt. Joseph E. E. Morin	20108691
	East Hampton, MA	

Klein became a P.O.W., the balance of the crew were K.I.A. A wing was shot off, the plane went into a dive and hit the ground. Three chutes were observed.

Sgt. Keith Nutter stated:

One FW 190 made an attack straight in on our nose, turned over on his back just as he passed under our left wing, then started down. As he came back up, I started firing straight down. He went down and with him went the B-24 which was flying on our left wing. Both seemed to hit the ground at approximately the same time and place. This fighter had hit our #2 engine and the navigator's compartment and also hit our wing man (Bohnisch) at the same time on the first pass. Our waist gunner claimed hits as well.

### 6 February 1944 SIRACOURT, France

The Military Installations along the Coast of France were our target for today. The weather interfered with the planned visual run. EAC were present but they made no attacks on the Group. The flak was meager and quite inaccurate. All six of the A/C put up by the 68th were undamaged by flak.

### 7 February 1944

All is quiet on the field today. No mission has been scheduled. The only excitement was Major Jansen buzzing around in the *LEMON DROP*. The



new Enlisted Men's Club opens up in a few days. Beer is to be served and the club will be supervised by Enlisted Men from the four squadrons. The latest rumor is that a new group is to be formed from the personnel of the 44th.

**8 February 1944**  
**WATTEN, France**

A return engagement to Watten was made today with Major George Jansen, the C.O. of the 68th, as Lead Pilot. The run was made visually with poor results. The flak was moderate and accurate, with two men from the squadron receiving injuries. EAC were seen, but they kept their distance because of our excellent fighter protection. Lt. Raymond Hamlyn had part of his cheek blown away by an explosion of flak that burst on the flight deck of his aircraft.

More rumors regarding the split up of the 44th: several names have been mentioned, and Captain Durham and 1st Sgt. Bill Davison have recorded the number of men to be transferred. It now remains to select the personnel.

**11 February 1944**  
**SIRACOURT, France**

A second return engagement was made to the Military Installations located at Siracourt. With six A/C the 68th sent up, the Group was to make a visual run on this target, but PFF technique was used due to the 10/10th overcast conditions that prevailed. The results were not seen. A few EAC were seen but no attacks were pressed home. Flak, however, was much heavier and more accurate than previously experienced on this target. All the 68th ships were hit by flak, with two casualties resulting. S/Sgt. Rudy Myers was killed by flak and S/Sgt. Edmond F. Connors sustained a knee injury.

**12 February 1944**  
**SIRACOURT, France**

For the third time in as many weeks, Siracourt was the objective for this mission. The Group, with the three A/C put up by the 68th, made a PFF run on the target with unobserved results. Anti-aircraft fire was encountered, but this time it was inaccurate and caused no damage to our A/C. No EAC were seen. The R.A.F hit Leipzig with a loss of 79 planes. Lt. Hamlyn was around today. He has a large scar on the side of his face. It looks like the Medics did a nice piece of plastic surgery on a very nasty wound.

**19 February 1944**  
**RAYE SUR AUTHIE, France**

Another Military Installation, Raye Sur Authie (Petit Bois Tillencourt), was the objective of the mission today. The run was a visual attack and the results were quite good. Plenty of continuous accurate flak was encountered with all five of the 68th's A/C being hit. The only personnel injury was Sgt. Harry Valot, who was hit in the jaw by flak. This is the type of mission that can "get a man down." The Group was alerted for this mission only three hours before take off time. It can easily be seen that a vast amount of work had to be done before take off: loading bombs, pre-fighting and gassing the ships, briefing crews, checking the sundry equipment—let alone preparing the data for the mission briefing, etc. In retrospect we wonder how it was done, but it WAS done. Enough credit cannot be given to the Ground Personnel for their efficient and very capable performance under such pressure of time. The whole mission was very successful; the 68th feels doubly proud because it was also the Group Lead AND the Wing Lead on this mission.

Two ships from the Group were missing; one was from the 68th with a 506th crew aboard. Both were spotted in formation crossing the Channel, so we are hoping they landed at some other field. We received ten new ground men yesterday, attached only for training. The raid today was to date the largest the 8th Air Force has dispatched from England.

On the 16th, Lt. George E. Hulpiau and Sgt. Thomas Laskowski completed their tour of operations.

On the 18th, Captain Harry Dickens transferred to the 2nd RTS.

**20 February 1944**  
**HALBERSTADT, Germany**

A malfunction of the PFF aircraft forced the Group to bomb visually on two targets of opportunity: Oschersleben and Helmstadt. Both of these targets were hit with fair results. No flak was encountered over the target, but slight fairly accurate flak was experienced just after the target—this was coupled with attacks by EAC. The Group lost two A/C to these factors. The seven A/C that the 68th sent up on this mission suffered no damage or losses. The weather was severely cold, the ground covered with snow both at the target and home base.



**The Build Up**



**Colonel Johnson with Robert Lehnhausen  
Squadron Commanding Officer**



**Colonel Johnson with Chris Sand  
Engineering Officer**



**Colonel Johnson with Robert L. Lee - Pilot  
Completed his tour April 1, 1944**



**Colonel Johnson with John C. Merrigan  
Tail Gunner who lost his life at Oslo-Kjeller, Norway  
on November 18, 1943.**

Sgt. Jack Shelton made his 25th mission today.

23 February 1944

A/C 42-64166 A, piloted by Donald Decker from the 66th Squadron, and A/C 42-100373 Y, piloted by Frederick Rawson from the 506th Squadron, were lost today. 373 Y belonged to the 68th.

Lt. Sam Williams came out of the hospital today. His face is all marked up by flak wounds and the scars from the skull operations stand out on his forehead. He is lucky to be alive; he looks well for what he has gone through. It is questionable if he will ever fly again. We had a Black and then Red alert tonight, we heard planes overhead but no bombs were dropped. Sgt. Edmond Connor's injury was slight and he is now out of the hospital.

Pvt. Robert F. Kunkel transferred to the 987 M.P. and Lt. George Insley transferred to the 66th Squadron.

21 February 1944  
HANDORF, Germany

24 February 1944  
GOTHA, Germany

This mission was for the purpose of whittling down and disrupting, as much as possible, the LUFT-WAFFE. The raid was quite successful. Direct hits on the Diepholz Airdrome were made. Major George Jansen was the Command Pilot for today. The 68th sent up eight A/C. EAC were seen, but no attacks were made because of the very excellent fighter support that was provided for the Heavies. The flak was very meager and quite inaccurate. The main difficulty of the whole mission was the inadequacy of the quality of electric flying suits. The weather was very cold and quite severe on the personnel who were flying without these suits. Only one case of frost-bite occurred, however.

Back to Gotha again, to bomb the Messerschmidt Aircraft Assembly plant and its adjacent airfield. Thirty five A/C of the Group, eight of which were planes of the 68th, were led by Captain George Martin. The target was visually hit with an excellent bomb pattern being laid down. The flak was moderate but inaccurate. Approximately 100 EAC met the formations on the way into the target at the Coast, and gave fierce battle all the way to the target, and even after the bombs were away. The enemy paid a heavy price for the attacks, with the 44th alone claiming at least a dozen destroyed and a similar number damaged. Of these claims, the 68th destroyed five and damaged one. The Group paid with the loss of two A/C, one of which was a 68th ship. Had the fighter support been weaker, the losses would have been much greater. As it was, the fighter support was excellent except for a brief period over the target.

The 8th A.F. put out 2,000 planes today. 8,000 tons of bombs have been dropped in the past thirty-six hours. Total losses for the 8th A.F. were fifteen bombers and five fighters.

22 February 1944  
GOTHA, Germany

The 66th lost A/C 41-29148 B, piloted by Harold Etheridge. The 68th lost A/C 41-24225 T FLAK ALLEY MACR 2922, that had the following men on board:

Washington's birthday found the Group winging its way on a mission to Gotha. Due to the difficulty in assembling, and the snow and generally bad weather, the Group was recalled after having crossed the Dutch Coast. The 67th lost two A/C on this mission either to EAC, which were few but fierce in their attempts, or to flak, which was moderate and accurate over the Dutch Coast area. The 68th sent up seven A/C on this mission and all returned without damage.

P	2nd Lt. Phillip W. Bell	0-7 4 2 8 3 2
	St. Joseph, MO	
CP	2nd Lt. James L. King	0-6 8 1 1 1 7
	Parksville, KY	
N	2nd Lt. James A. Schroeder	0-6 8 7 5 1 3
	Pittsburgh, PA	
B	2nd Lt. George W. Hall	0-6 8 6 1 9 3
	Ann Arbor, MI	
E	S/Sgt. Charles H. Freeburgh	1 4 1 5 0 9 7 3
	Philadelphia, PA	
RO	S/Sgt. Anthony Milillo	3 1 1 5 8 0 7 1
	Boston, MA	
WG	Sgt. Wiley W. Haynes, Jr.	3 4 5 7 2 3 1 8
	Gainsville, GA	
WG	S/Sgt. Kenneth E. Sullivan	3 5 5 6 3 8 1 0
	Hammond, IN	

The losses for the 67th were:  
A/C 42-100402 M Bar, piloted by George Fish, and  
A/C 42-72865 F Bar, piloted by Earl Evans.

No credit was given for today's mission.

General Hodges will make an inspection of our base tomorrow and everyone is getting ready for it.

## The Build Up

BG Sgt. James A. Hammontree 14161472  
 Paiton, GA  
 TG Sgt. Robert J. Gleason 13049367  
 Washington, DC

26 February 1944

No mission scheduled for today. It has rained continuously since mid-day yesterday. Headquarters was quite pleased with the results on yesterday's mission. General Hodges and General Johnson each sent a congratulatory message by teletype. Don Hart, who has been in the hospital for more than thirty days, was transferred out of the Squadron per standard procedure.

This was the <sup>2<sup>nd</sup></sup> second mission for this crew.

This plane was caught in a prop wash and fell out of formation. Enemy fighters immediately pounced on it and it began to straggle. Sgt. Kenneth Sullivan was seriously wounded. Sgt. Haynes was told to contact the men in the back and then bail out. This he did, but he was so badly wounded that he died soon after landing. Hammontree and Gleason did not jump, but were blown out, and both froze to death before hitting the ground. James King bailed out but was wounded by a 20 m.m. shell, and died a few minutes after hitting the ground. Sullivan was seriously injured, captured as soon as he hit the ground and died soon afterwards in a hospital. Millilo, only slightly injured at the time he bailed out, died on the ground as his chute did not open. Schroeder was badly wounded, and was later repatriated in September, 1944.

27 February 1944

The largest attendance to date was at the 9:00 a.m. mass. No mission scheduled today. Sgt. Howard Landers and Sgt. Carl Bender, both from the Ordnance Section, were transferred out today and this appears to be the start of many more transfers beginning next week. Sgt. Edward Kopko, Edward Whitman, Jack Shelton, and William Morton have completed their tour of missions. Morton left this afternoon for London, where he will appear on B.B.C. on a hook-up to the States. Kopko is going to a Station Compliment as a gunnery instructor for approximately three months and then back to the States. Sgt. Ike Fleisher is on D.S. with a new outfit for a short term, before he will depart for home.

**25 February 1944**  
**FURTH. Germany**

A self-contained bomber components and repair factory located here was the target for the 44th today. The Group put up three sections for this mission, with the 68th putting up seven A/C. The 44th Group led the Wing and the Division on this mission. The target was hit with very excellent results. An inaccurate barrage of flak was met and EAC were seen, but no attacks were made on the Group. The only injury was Lt. John R. Walsh, who was hit in the leg by a piece of flak.

We have prepared all the effects of the missing crew who had completed only one mission. On yesterday's mission the EAC claims for the squadron were:

S/Sgt. Walter Nealon	1 ME 109 destroyed.
Lt. Sidney Bolick	1 ME 109 destroyed.
Sgt. Edward Dunn	1 FW 190 destroyed.
S/Sgt. Edward Kopko	1 ME 262 destroyed.
Sgt. Ralph Stine	1 FW 190 destroyed.
UNKNOWN	1 FW 190 probable.

The 8th Air Force shot down 125 German fighters, and 65 American bombers were missing for the day.

Lt. Fenn transferred to the 67th Squadron.



Ralph Durham - Communications

28 February 1944

No mission was scheduled. Headquarters seems to be giving the Groups a rest after the terrific offensive action last week. More bombs were dropped on Germany this last week than in the entire operation of the first year. This of course, includes the contribution from the 15th AF in Italy. It's now around the clock for Germany: RAF at night and the AAF during the day.

In February, the following men joined the 68th squadron: Charles E. Banning, Gilman W. Bender, Wilbur C. Benjamin, Alfred D. Bonnet, Sam H. Bowman, Paul R. Brown, Patrick J. Commisa, George E. Counts, Jr., Bernard D. Creedon, Joseph L. Cumbia, Raymond J. D' Amico, Helmut R. Dimpfl, Kenneth S. Dropek, Ralph O. Durham, Jack H. Feinstein, Edward H. Gay, James Gillespie, Charles R. Gordon, Charles S. Gordon, Thomas A. Gurney, Thomas P. Gurry, James Hall, Robert R. Hanabass, Tom P. Hybarger, Norman B. Johnson, Robert W. Johnson, John W. Karll, Paul J. Kruse, Robert L. Kunkel, Raymond J. Long, William E. McGoldrick, John S.

McNamara, Hollis R. Nichols, Hiram C. Palmer, Pelligrine, James M. Rossman, Benjamin L. Schaefer, Robert A. Shadle, Adolph Slovacek, Lawton L. Sternbeck, Michael Tarzia, Carroll W. Waddell, and Earle P. Wikle.

For their performance during the month of February, every member of the 68th Squadron has every reason to be proud. Of the twelve missions that were flown this month, the Squadron was Lead Squadron or one of our pilots was a Lead Pilot on six different occasions, and the Deputy Lead on one other occasion. The over-all results of the month's bombing record is good: on three targets the results were excellent, one other fair, one poor, and on three others the results were unobserved. A total of fifty three aircraft received sortie credit. Six EAC were claimed destroyed and one damaged by the gunners of the 68th. As is usual, "all news is not good news": The squadron lost two aircraft and their crews, numbering twenty men, to enemy action. A total of five men were wounded in action and one man was killed in action by flak. Eleven aircraft were damaged by flak during these operations.

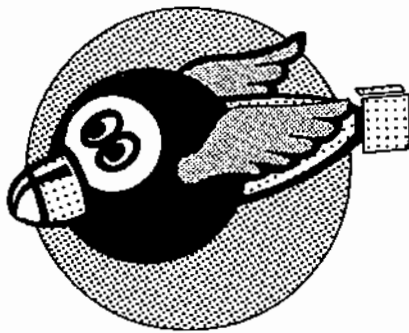


Colonel Johnson with Francis Wood - Crew Chief



Daniel Valenti - Navigator  
Completed his tour December 5, 1944

**CHAPTER IV**  
**INVASION**





Some of the Squadron Officers in early 1943  
Can you identify all of them ?

### MARCH 1944

The air war definitely showed trends of an upward pace for the month of March with the total of accredited operational missions climbing to sixteen. Germany was the center of attraction for these aerial blows, having been on the receiving end of ten of the operational missions of the Group, while France was the objective of six missions.

#### 1 March 1944

For some time now, Capt. Durham has been trying to have his brother, who was in the AAF in Southern England, transferred into the 68th. He finally succeeded, and his brother, 1st Lt. Ralph O. Durham, is now our Communication Officer. Col. Diehl was in today and told us he has finally finished his missions and wants to go home, as he doesn't care much for his job at the 2nd AD. We have received two new crews in the past week.

#### 2 March 1944

##### FRANKFURT/MAIN, Germany

The site of a piston ring factory here was attacked by only a portion of the planes from the 44th. Bad weather caused the failure. A target of opportunity could not be located to be bombed, so many of the A/C came back with their bomb load; ten had bombed the briefed target with unobserved results. Some accurate flak was encountered near the target area and several A/C landed away from home base due to the damages sustained. One A/C, piloted by Lt. Robert E. Rose, crash-landed with four dead engines, caused by a failure of the fuel transfer system. The crash was not marred by any injuries and the A/C was in a repairable condition.

Today we received word that the entire 506th Squadron is to be moved to form a new group. Men from the other three squadrons are to be transferred to the 506th, replacing those going out.

#### 3 March 1944

##### ORANIENBURG, Germany

This mission was scheduled, but the A/C was forced to turn back due to very severe weather conditions that grew steadily worse as the North Sea was crossed. There were no bombs dropped or any enemy encounters. American fighters swarmed over Berlin today for the first time in the war. It was approximately 1100 miles round trip.

Coming back today, Lt. Raymond H. Townsend, Jr., dropped his bombs out over the English Channel. Their instruments were frozen and they thought they were higher off the water than they actually were. Results were that they almost blew themselves to pieces. They were close enough to the water to feel the concussion. The underneath of the A/C was severely damaged by the exploding bombs.

Lt. Charles H. O'Malley was on his twenty fifth today but did not get credit for today's effort.

Lt. Donald E. Fribley transferred to the 91st Air Depot and Pvt. Charles L. Dunkel transferred to the 506th Squadron.

#### 4 March 1944

It snowed here last night! Runways and planes were coated with snow and ice; for this reason the mission was scrubbed. Crews and Line Personnel who had been up since 3:00 a.m. trying to get the A/C ready.

The base hospital has decided to send Francis J. Mulrooney home.



Colonel Robert Lehnhausen

The RAF is creating a record in respect to low losses. They have lost as many as 70-80 planes on a single night mission, but three nights ago they only lost three and last night, none. They have also been using their new 12,000 pound bomb since February. Last night they hit an A/C factory at Albert in northern France, which was said to have completely disappeared.

Latest rumors today are that the Group may move to India.

### 5 March 1944 MARNAC/BORDEAUX, France

This was our intended target today; however, two targets of opportunity were hit instead of the primary target. This again was due to the cloud conditions over the target. The two targets of opportunity were airdromes in France: Cognac was hit with good results, and Bergerac was hit with poor results. EAC were seen but no attacks were experienced; flak was moderate, mostly inaccurate. Colonel Dent, Command Pilot, riding in one of the 68th A/C, had a narrow escape today. This included the entire crew. The ship swerved off the runway and turned on its side in the water soaked turf. Everyone was able to walk away from the plane.

Lt. Charles H. O'Malley completed his tour today.



Hollis Nichols - Interned in Switzerland

### 6 March 1944 BERLIN, Germany

The target today was BIG B; specifically the ERNST HEINKEL ASSEMBLY PLANT at GENSHAGEN, located on the outskirts of Berlin. The secondary target was the famed Templehof Airdrome near Berlin. All the men filed into the dimly lit briefing room, which was quite cold and bleak, and sat down to learn the objective of the mission for this particular day. With the usual jocular exchange of words and a small amount of friendly horseplay, there ran a current of premonition—of some unexplainable bigness of the day that was slowly unfolding. When the S-2 clerk placed the talc, marking our route to the target and the route home, a slow loud whistle was heard to be emitted by nearly every member in the room. Exclamations of "This is it!" bounced through the room. To say the least, all the men were eager for this particular mission. It had been so long-awaited. The mission officer unfolded the details of what to expect on this route to the target: what to look for, the details of the immediate target; further details of the secondary target, and sundry other information that goes to make a successful mission. The 68th sent up six A/C with the Group. Ground fog at take-off time caused some difficulty, but assembly was completed on time and the long trip was begun. Accurate flak was encountered in the target area, but little damage resulted. EAC were seen but no attacks were experienced by the 44th.

The target of Templehof Airdrome was hit with good results, while the target at Genshagen was hit with fair results. Losses and claims were nil, but there was that feeling of being "over the hump"—the climax had been reached and the only really new and greater climax that could top this one was the INVASION, or some co-related mission.

One of our ships, piloted by Lt. Sam H. Bowman, was missing for some time; we were beginning to fear the worst when Lt. Frank Davido called in to say they were at Horsham. First time over "BIG B" and not a single loss for the Group! That is great.

### 7 March 1944

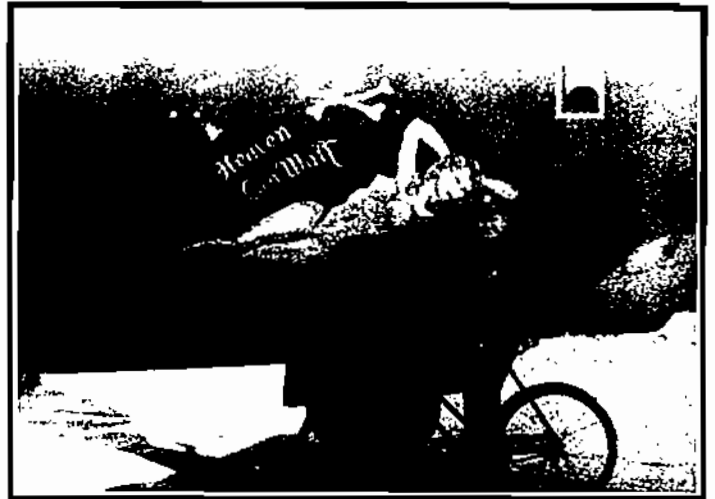
The mission for today has been scrubbed. Yesterday was a great day for the 8th AF over Berlin. We lost 78 bombers and 11 fighters, while we shot down 176 German planes. It was a terrific struggle. Most of our planes made two runs over the target. Sgt. James T. Garvey was flying with a new crew and he tells me his ship went out of formation due to



**The Invasion**



Douglas Ratledge - Radio Operator  
Completed his tour April 1, 1944



A/C 42-40370 HEAVEN CAN WAIT



Shaffhausen, Switzerland still burning after error in bombing. April 1, 1944

engine problems. For some time they were wide open for attack by a group of EAC. He responded by radio for our fighters, and 11 Mustangs suddenly appeared and escorted them to the English Channel. At this point their fuel was low and they jettisoned everything possible to lighten the load. That proved to be the right decision, as they landed at Horsham with less than forty gallons of fuel remaining. This afternoon we could see a plane go down near the field. Immediately we could see the black smoke, and then the flame, followed by the explosion. The accident was caused by a P-47, which crashed into a B-24 from the 66th squadron. There were no survivors.

### 8 March 1944 BERLIN, Germany

For the second time in three days BIG B was our target. The Group, along with five A/C from the 68th, winged its way to the center of Hitler's domain, to hit the ball bearing factory located on the outskirts of Berlin at Erkner. The target was visually hit with excellent results being scored. Colonel F.R. Dent, Commanding Officer of the Group, led this mission. Moderate to intense flak was encountered over the target, but there was little damage done to the 44th A/C. EAC were seen, but few attacks were made, due



Charles Blatchley - Bombardier on firewood duty.

largely to the excellent fighter support. One EAC was shot down by a gunner from the 506th squadron. Besides being a mission to Berlin, this mission was a milestone in the annals of the history of the 44th Group. This was mission number one hundred (100)! That is, it is the hundredth accredited mission that the 44th Group has flown—a long way from the first that was flown on the 7th of November, 1942. Our days of pioneering in B-24 flying are nearly over—our experience has been of vast importance and help to all the new Groups that have since come to this theater of operations.

Our Group was a part of the 850-900 heavies that hit Berlin today, dropping 350,000 incendiaries and 10,000 high explosive bombs. Smoke could be seen from a hundred miles away! A hundred and twenty four German fighters were shot down with a loss to us of thirty eight bombers and sixteen fighters.

### 9 March 1944 BRANDENBURG, Germany

This was a PFF mission with unobserved results. Only three EAC were seen but no attacks were made; the flak was meager and inaccurate. All seven A/C sent up by the 68th returned without incident. Lt. Raymond H. Townsend aborted due to supercharger problems. Lt. Jules of the 66th squadron was hit over the target and the co-pilot brought the A/C back to home base with no further problems.

Lt. James R. McDonald went on DS today to Station 101.

### 11 March 1944

Last week we read in one of the English papers about a Cpl. Kania who is alleged to have punched John L. Lewis in the nose—in behalf of the boys in the service. When it was first mentioned in the papers, it gave his name as John Kania. Because of this we tried not to confuse him with our own Henry Kania who was sent home some time ago via Section 8. Today we saw a clipping from the States which clearly identifies the Kania involved as the one who used to be with us in the 68th.

### 12 March 1944 SIRACOURT, France

These military installations were bombed with unobserved results. Due to the closing in of the "unusual weather here at Shipdham" our A/C had to land in Southern England. One of our A/C, HEAVEN

## The Invasion

*CAN WAIT*, piloted by Lt. Sam Bowman, crash-landed with no casualties. However the A/C was completely burned. This is the second time Lt. Bowman has crash-landed his plane in the last few weeks.

### 15 March 1944 BRUNSWICK, Germany

The Group attacked Brunswick with heavy undercast—9/10 to 10/10ths clouds—in the face of strong but ineffective attacks by EAC. Our fighter support was excellent, which perhaps accounts for no losses to these EAC. There was plenty of flak but it was largely inaccurate, though some A/C received hits. No casualties occurred.

### 16 March 1944

Today Lt. Krebs and crew joined the squadron, Lt. John R. Walsh was transferred to the 453rd Bomb Group today, and Lt. Robert Rose and Lt. Alfred R. Shella were promoted to 1st Lts.

### 17 March 1944 FRIEDRICHSHAFEN, Germany

Captain Lehnhausen, from the 68th squadron, was the Command Pilot for this mission to Friedrichshafen today. The 68th put up seven A/C, of which A/C 858, piloted by Captain Ben Gildart, was honored by leading the entire Division. The bombs were dropped by the "through the clouds" technique with unobserved results. The flak was almost nil against the 44th Group but it varied against other Groups. There were very few EAC seen by our Group. It had been said that one reason so little flak damage resulted was that the chaff was dropped at the I.P., thereby disrupting the enemy's controlled fire technique.

Lts. Homer S. Gentry, William Barker, and Charles O'Malley have all completed their tours. They are awaiting orders, transferring them out to do their time as Instructors, before returning to the Zone of the Interior for reassignment.

### 18 March 1944 FRIEDRICHSHAFEN, Germany

Back to Friedrichshafen again today, with the airplane component and assembly parts factory receiving the emphasis of our bombs, which formed an excellent pattern on the assigned target. Both flak and EAC were much stiffer than encountered on the previous mission. The EAC centered their attacks in

the target area, with one of the 68th gunners shooting down an ME 109. The flak over the target was moderate to intense and accurate. The 68th lost two A/C and crews, both of which were believed to have headed to nearby Switzerland. Our two crews were Lt. Nichols' and Lt. Dyer's. Both of these crews were very new in the squadron. Scott and Milojevich, each on separate ships, were the only veterans of the enlisted men.

A/C 42-100112 Q, MACR 3408, had the following men on board:

P	1st Lt. Hollis R. Nichols	0-738223
	Seattle, WA	
CP	2nd Lt. Sidney R. Bolick	0-2045052
	Toronto, CA	
N	2nd Lt. John S. McNamara	0-694686
	Albany, NY	
B	2nd Lt. Adolph Slovacek	0-685093
	Caldwell, TX	
E	S/Sgt. William McGoldrick	32381135
	Silver Creek NY	
RO	S/Sgt. Earle P. Wikle	35508635
	Eaton, OH	
WG	Sgt. Carroll Waddell	18169374
	Manila, AR	
WG	S/Sgt. John P. Scott	14139690
	Rome, GA	
BG	Sgt. George E. Counts, Jr.	34645869
	Prosperity, SC	
TG	S/Sgt. Joseph L. Cumbia	13118162
	Brodnax, VA	

Sgt. Scott was on his 25th mission, Lt. Nichols on his 13th, Lt. Bolick had previous missions, and the balance of the crew were on their third mission.

Lt. Nichols' widow provided the following account, prepared by her from Hollis' records:

Today, I started my second mission as first pilot with practically a new crew. Lt. Bolick and Sgt. Scott had previous combat experience, but the balance of the crew was on their third mission. This was my second trip to Friedrichshafen, both trips in 112 Q, *PAPER DOLL*. We took-off with very bad visibility, and formed over our Field. The assembly was normal. Starting out on course, I had to pull excessive manifold pressure and RPM to stay with the formation. Coming up to the south coast of England, we had a very bad series of light cirrus clouds and prop wash causing a lot of trouble. The entire formation made a 360 over the

## The Invasion



Jack Liebrich's Crew - Standing left to right:  
Lawrence Sarver - Belly Turret.  
Richard Moyle - Gunner.  
Jerome Nicholas - Top Turret.  
Harry Leigh - Radio Operator.  
Loyd Leachman - Engineer.  
Kneeling left to right:  
Myron Brewster - Bombardier.  
Jack Liebrich - Pilot.  
Herman Eckstein - Co-Pilot.  
Fay Chauvin - Navigator.

Herman Pitchon and Flight Nurse  
We acquired two nurses for training prior to the  
invasion. Looks like Pitchon is eager for the training to begin.



Walter Frank's Crew - Standing left to right:  
Clarence Glanz - Gunner.  
Unknown.  
Donald Walker - Radio operator.  
James Potts - Gunner.  
William Huey - Engineer.  
Robert Stenstrom - Gunner.  
Kneeling left to right:  
Kenneth DeLong - Navigator.  
Richard Haft - Bombardier.  
William Burlingame - Co-Pilot  
Walter Franks - Pilot.

## The Invasion

channel as we were ten minutes early and we needed another 2000 feet of altitude. This maneuver made us late and last in the Division. We had to draw excessive settings again to stay with the bomber stream. My element, the high in the second section, was caused a lot of trouble by the S turns required to stay behind the lead section. Bad settings and varying speeds made me sweat fuel all the way to the target. We approached the target the first time in pretty good shape and not bothered with enemy fighters, although the flak was pretty accurate and intense. We did not drop the first time, although the formation went directly over the target. (A Group of B-17s slid under us.) We did a 180 degree turn to the right to go back to the I.P. and make another run. We (the 44th) proceeded into the second run at the same altitude, speed, and heading, but all alone at the end of the bomber stream. Just as we approached the city, my no. 3 engine ran wild. I had been sweating no. 1 supercharger, and no. 3 came to me as quite a surprise. The prop governor had gone bad and we couldn't feather it. I tried everything, including circuit breaker, and shutting off fuel and ignition, but with no results. We still maintained 60 inches of manifold pressure and 3700 RPM. The prop was coming loose and causing excessive vibration throughout the ship. Sparks, oil and flame were coming out from all around the engine. In the meantime, I ordered the bombs salvoed on the city and dropped out of formation, swinging towards Switzerland in hopes that if I were terribly lucky, I could get it shut down, hit the deck and head back. But my fuel was so low, I probably would have been damned lucky if I got to the French coast. When I saw I couldn't do anything about it, I made sure I was far enough inside Switzerland before I gave the order to bail out so my men wouldn't drift back into Germany.

I stayed with the ship as long as I dared, to make sure the crew was all out. I had it on AFCE and in 140 MPH glide to insure I could get out. The ship was beginning to fall apart now. I had fastened my G.I. shoes to my parachute to be sure I had shoes when I got down. I then went to the catwalk and paused. As I did so, the engine blew up and the prop went through the ship—too damned close to where I would have been sitting. Flame and debris sprayed back on me and I decided then to jump. The tail gunner came out at the same time as I did. He saw all the control cables go in back as

they were severed by the prop.

We all landed safely and were taken into custody by the Home Guard in a little town of Wil, 28 miles inside the Swiss border.

Lt. Nichols and his entire crew were interned at a golf club facility above Neuchatel, Switzerland until early summer, when, due to over crowding, he was separated from the enlisted men and was transferred to Davos. Later, Lt. Nichols managed a successful escape, aided by the Free French, and returned to duty.

A/C 42-109800 T, MACR 3410,  
had the following men on board:

P	2nd Lt. Eugene N. Dyer	0-680192
	New York City, NY	
CP	1st Lt. Earl W. Culbertson	0-747756
	Corvallis, OR	
N	2nd Lt. Walter A. Walser	0-808192
	El Paso, TX	
B	2nd Lt. John W. McFarland	0-682557
	Bronx, NY	
E	T/Sgt. George V. Williams	13018547
	Hepners, VA	
RO	T/Sgt. Salvatore J. DeLuca	32535381
	Mt. Vernon, NY	
WG	S/Sgt. Homer W. Williams	33211862
	Norfolk, VA	
WG	S/Sgt. John S. Seaman	11101134
	Bridgeport, CT	
BG	Sgt. John H. Milojevich	37457663
	Bucksprings, WY	
TG	S/Sgt. Alfred V. Fairall	13104569
	Cumberland, MD	

They were interned in Switzerland. They landed at Dubendorf at 1520 hours.

Sgt. Scott, who was on his 25th mission, was flying as a fill-in for Banning, who went to the hospital the previous day. Churchill had been asked prior, but he refused, due to the amount of missions he had in and the fact that he was not scheduled to fly this day anyway. Then came Sgt. Dick, but he was not familiar with the Ball Turret. Then Sgt. Whittington passed it up and Sgt. Scott readily accepted. By contrast, Sgt. Milojevich very often refused to fly with a new crew. Why this one?

Sgt. Frank B. Shepard went on DS to Great Sanky. Sgt. Hammon transferred to the 93rd Bomb Group. The following men were transferred from the 491st Bomb Group: Cpls. Dewey H. Snyder, Jr.,

## The Invasion

Harry J. Masters, Walter E. Means, Jr., Gus Lamar, Harry J. Gilson; Pvts. Paul S. Reidmiller, Albert C. Marcinkevious, Patrick A. Manning, Bruno W. Lorenzetti, William L. Gilcock, Jr.; PFC. Charles H. Finne; and Sgts. Ted L. Callier and George J. Jansen.

### 20 March 1944

Sgt. Arthur B. Williams returned to base from DS. Sgt. Michael Elias transferred to the 12th RCD on his way home.

### 21 March 1944 WATTEN, France

The 44th Group went alone to the Pas De Calais area and bombed by PFF; as usual the results were unobserved. Only meager to modern flak was met, with one A/C sustaining minor flak damage. The 68th put up eight A/C on this mission.

Lt. John F. King transferred to Group Headquarters.

### 22 March 1944 BASDORF, Germany

Basdorf, near Berlin, was the slated target for this mission. But visual conditions forced the PFF system to be used, so Berlin was hit instead with unobserved results. The flak over the city was the predictor control fire and barrage fire type—intense and accurate.

### 23 March 1944 OSNABRUCK, Germany

Another PFF mission was flown today and the 68th put up five A/C that bombed with unobserved results. There was very little flak encountered and no EAC were seen by the Group. The German fighters, luckily, were almost completely lacking, probably due to the very adverse weather conditions that prevailed. The railway center of this town, strategically located, was the intended target.

Lt. Fedonchuck completed his tour of operations.

### 24 March 1944 ST DIZIER, France

With six A/C from the 68th, the Group bombed this target visually with good results, hitting the railway yards and adjacent buildings and some portions of the town. There was some inaccurate flak encountered. The fighter support was good.



L.C. BAKER on his first day in a German POW camp after being shot down on April 8, 1944.

Lt. Andrew S. Champion transferred to the 392nd Bomb Group. Sgt. Richard F. Coward completed his tour and Cpl. Ogle went DS to Station 102.

### 25 March 1944

We just heard that Lt. Milton Rosenblatt has made his way to London. He went down on January 21st when we lost four crews. As far as we know, he must have bailed out over France and then was assisted by the French Underground to come out through Spain. We have to send an officer to London to identify him. We couldn't contact Lt. Warren Clark who is now in London on pass. It was decided to send Lt. Max Zuckerman, but Operations would not clear him, saying they needed every available man for tomorrow's mission. Lt. Clark and Sgt. James A. Dick both finished up their twenty fifth yesterday and are on pass.

### 26 March 1944 LEPETIT BOIS TILLEN COURT, France

Military installations located here were bombed today. The 68th put up seven A/C for this mission. Accurate but moderate flak was encountered by the Group; three of the 68th A/C received minor flak damage, but all A/C returned safely. This was our first visual run in some time. Ben Gildart's ship was shot up pretty bad. He had the entire crew move to the back of the ship to hold the tail down after landing. Lt. Robert Rose brought his ship all the way home from the coast of France on two engines.

Sgt. William Jacob transferred to the 231st Hospital.

## The Invasion



Left to right:  
Andy Andenberg - Radio Operator.  
Chuck Cary - Co-Pilot.  
Ben Gildart - Pilot.  
Edwin Purcell - Bombardier.  
Kneeling:  
Herman Pitchon - Navigator.

Armament men, Harold Beaver, Wilbur Daley, Murray Yermack,  
Buford Reynolds, Unknown, Jack Lloyd.



Shipdham had its own Dodger Field.  
No hotdogs - except those who played.

**27 March 1944**  
**MONT DE MARSAN, France**

This was one of the longest missions ever flown by the 44th. The target was located almost on the Spanish border. At this target are stationed long range reconnaissance aircraft. The 68th, putting up eight A/C with the Group, hit the target on a visual run, with good results. The fighter support was excellent and no EAC were seen. There was, however, moderate and accurate flak at the target. Most ships stopped at other fields to fuel up before coming on in to Shipdham.

A combat man from the 506th squadron was court-marshaled today for refusing to fly with a certain crew. He was found guilty and sentenced to be shot.

**29-30 March 1944**

Lt. James R. Mackey and Cpl. Roy N. Potter transferred from the 50th Station Compliment. Pvt. Albert J. Lee transferred from the 491st Bomb Group. PFC Paul H. Ennis transferred to the 489th Bomb Group.



Alexander Brnilovich - Bombardier  
 Completed his tour November 13, 1944

**31 March 1944**

Mission was scrubbed after half of the ships were airborne. Those near 20-25 missions were really mad. Today is payday and we will have the usual amount of crap games and card games until all of the money is controlled by a few of the men. Payroll for the squadron is up to about 6500 pounds per month now.

March was the most active month the 68th has experienced thus far. One hundred and two accredited sorties were flown by the A/C of the squadron, with forty one sustaining minor battle damage from encounters with the enemy fighters and flak. For the type of missions that were flown during this month, the entire Group was most fortunate in the aircraft losses, and personnel losses were comparatively light. The 68th lost two A/C and crews, which probably landed in Switzerland. EAC claims for the month were very light—only one claim was made for a destroyed EAC by the gunners of the 68th.

It is evident that the Nazi air power is now being carefully hoarded, or that air power is being conserved for the bigger days that the Nazis know are in store for them. Of the sixteen missions for the month, seven targets were hit with unobserved results, while two accredited missions were made without any bombs having been dropped. The balance of the targets attacked were hit with the following results: two were hit with excellent results, three with good results, and two with fair results.

The following men joined the squadron during the month of March: Howard L. Abehouse, Charles N. Allen, Jr., William R. Austin, Irving A. Barber, Warren H. Barry, Reno E. Baxter, Edward O. Blair, Ted L. Cailler, Elijah S. Celia, Henry T. Chiba, Joseph Choma, Jessie B. Cogdill, Harry Cowells, Joseph Cracolici, Jr., Joseph Cross, Marvin L. Crouse, LeRoy Day, Russell A. Day, Leon L. Del Grande, Dewitt, Andrew Dunda, Raymond E. Duro, Roger W. Edmonson, Paul H. Ennis, William H. Eure, Donald F. Fahey, Ross W. Fenner, Charles H. Finne, Clyde E. Fox, William L. Gillock, Jr., Harry J. Gilson, Joseph S. Gniadek, Lewis Goodman, James S. Gray, Floyd H. Greene, Jr., Edmund Griffin, William D. Gwin, Charles H. Harrison, Hartwell J. Higgins, Frank G. Holman, George B. Houchins, Jr., Forrest C. Hovens, Lester A. Hutchinson, George J. Jansen, Wade A. Kirkman, Floyd W. Konneka, Andrew J. Krebs, Gus Lamar (Lagomarsino, Augustin), Leonard P. Lambert, Jr., John Lastowski, Albert J. Lee, Gerald L. Leopold, John W. Levake, Bruno W. Lorenzetti,



## The Invasion

James R. Mackley, John A. Majewski, Edwin N. Manelski, Patrick A. Manning, Martin N. Mannisto, Albert C. Marcinkevius, Harry J. Masters, Walter E. Means, Jr., Kenneth J. Moore, George J. Murphy, Raymond H. McKenna, Joseph W. McNulty, Lamar McWhorter, Stanley C. Nalipa, Albert A. Nome, James C. Owens, Melvin L. Paquette, John Parlapiano, Carl B. Parsons, Thomas S. Parsons, Clifford A. Pearce, Raymond M. Pendrosa, Donald L. Perry, Lawrence J. Platt, Roy N. Potter, Joseph V. Principe, Robert W. Radtke, Robert E. Read, Paul S. Readmiller, Gilman N. Robert, Lester P. Sanders, Robert L. Schaper, Walter B. Shambarger, Ray E. Suddreth, George Sweeney, Jr., Glenn H. Sweigart, Kenneth Tasker, Russell G. Taylor, William J. Taylor, Lloyd K. Thomson, Homer M. Tiller, Quinton L. Torell, Kenneth R. Trusler, John W. Turocy, Lorin L. Voight, Frank G. Walker, Ted L. Weaver, Jack Wentworth, John L. Whitworth, Hal N. Wood, Joseph J. Young, James L. Zajicek, and John L. Zweijko.

### APRIL 1944

The month of April found the Group on an ever-mounting tempo of air operations against the enemy. During the month, a total of fifteen accredited operational missions were flown by the Group. The majority of targets, particularly airfields, were in Germany.

#### 1 April 1944 GRAFENHAUSEN, Germany

The "Fool's Day" was an unfortunate day for the Group. A neutral country was accidentally bombed because of the adverse weather conditions and navigational difficulties encountered on this mission. Grafenhausen, Germany was the target for the Group, with the 68th sending up six A/C. Captain Ben Martin was the Lead Pilot of the Group, but the second element was that which bombed Schaffhausen, Switzerland. The bombs of both elements were dropped with good results. Neither flak nor EAC were encountered on this mission. All ships returned OK without damage or casualties.

Those who finished up today were: Lt. James Cary, Sgts. Myron Longan, James Mercer, Chester Crantz, A.C. Ruhl, and Douglas Ratledge. Longan may be the shortest man in the AF. He is certainly the shortest in our squadron. Also finishing up were Lts. Robert L. Lee and Edwin Purcell.



Sgt. Harvey Hoffman - Ordnance  
GETS MARRIED.

### 2 April 1944

Lt. Milton Rosenblatt returned to base from France.

The British afternoon papers carried a story that foreign planes last night dropped bombs on the Swiss town of Schaffhausen. Thirty persons were said to have been killed. These reports came out of Zurich. This town stands in an enclave and is almost surrounded by German territory.

A few months ago, Ratledge had filed Cadet papers, and lost out just as he was ready to go to London to appear before the Cadet Board. Uncle Sam had decided that he no longer needed more Cadets.

Crantz may get to go home in a hurry. He is a turret man, and they need instructors with combat experience back in the States.

It rained almost all day on the 3rd. Lt. Cary went into the hospital just after returning from the mission on the first. He had a touch of the flu and he lost his leave. Miss Hardey, the Aero Club Director, has been transferred to another field as of today. Mrs. Moore, who was in charge of the Library, was also transferred. Late yesterday we received news of a confidential manner that all furloughs and passes not already signed are to be canceled. Passes to town and Liberty runs to Norwich are OK. Sgt. Robert Gammage's name has been resubmitted for rotation. We have had rain every day since the second.

## The Invasion

6 April 1944  
WATTEN, France

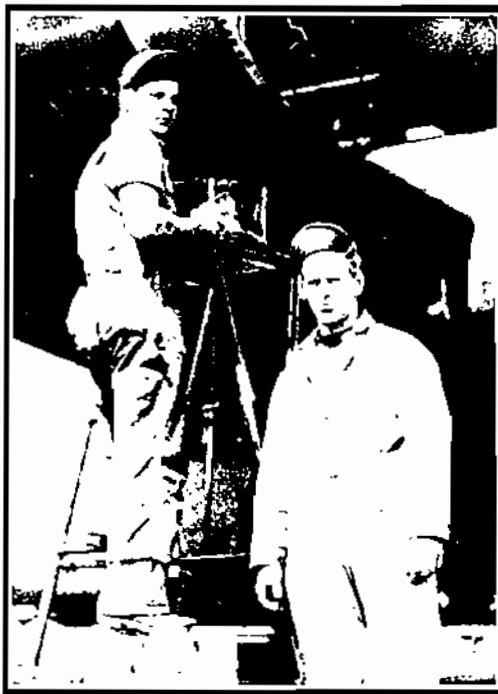
With but two A/C from the Group (one GH ship piloted by Major Jansen as Lead Pilot), Watten was attacked, with the results being unobserved. This mission completed George Jansen's tour of operations.

Our British War Orphan is scheduled to visit the field on or about the 15th or 16th of this month. Captain Durham is making arrangements to have some clothes purchased for her. A box has been set up at Sqd. Headquarters and already it is almost full of candy, gum and sweets for her. Her name is "Wendy W."

7 April 1944  
(Good Friday)

No mission scheduled. We heard Captain Lehnhausen is to be transferred back into the Squadron.

Sgt. Don Hart, who was transferred to the 50th Station Compliment, is now being transferred into the 67th squadron.



Mathew Bodak and Robert Manter - two mechanics checking the oil sump on No. 4 engine. Note the ration box. Lineman valued the box above the contents.

8 April 1944  
LAGENHAGEN, Germany

The primary target (Brunswick) as well as the secondary target were obscured by a successful smoke screen, so a target of opportunity, Lagenhagen Air-drome, was bombed instead.

This was an ill-fated day for the 44th Group. The Eightballs lost eleven A/C and crews both to flak and EAC. Of these eleven, the 68th lost three. In all, the 68th sent up eleven A/C, but we had two aborts due to mechanical failures. The enemy target was hit with excellent results and they also lost many of their fighters that were up in an attempt to drive off the "heavies." Three EAC were destroyed by the gunners of the 68th.

At 1700 hours, some of our ships were coming back in. Red flares were coming from two of our ships. Capt. Gildart's ship, one shooting red flares, had Sgt. Ralph Stine and Sgt. John Holenbeck aboard, who both were wounded. This is the worst day ever for the Group, with losses by squadron as follows: 66th—one, 67th—two, 68th—three, 506th—five.

Our three losses were Lts. Altemus, Barry, and Townsend with their respective crews.

A/C 42-110020 Z, MACR 3854,  
had the following men on board:

P	2nd Lt. William B. Altemus	0-2045026
	Hollywood, CA	
CP	1st Lt. Eugene A. Phelan	0-748234
	Chinook, MT	
N	1st Lt. Harold W. Bellard	0-675984
	Woodlawn, MD	
B	1st Lt. Roy J. Steadham	0-668816
	Jacksonville, IN	
E	T/Sgt. Lanning C. Baker	35350340
	LaGrange, IN	
RO	T/Sgt. Victor A. Lopez	18135755
	Claremore, OK	
WG	T/Sgt. John E. Feeney	33155399
	Washington, DC	
WG	S/Sgt. Robert N. Gilbert	15102189
	Conneaut, OH	
BG	S/Sgt. James D. Mickey	35305177
	Cleveland, OH	
TG	S/Sgt. Frank Hock	33186384
	Bethlehem, PA	
NG	S/Sgt. William J. Gaffney	12143699
	Brooklyn, NY	

## The Invasion

L.C. Baker, the engineer, states:

We were flying a new plane so it had no name. It was a beautiful sunny day, not a cloud in the sky. I remember feeling quite secure because there were so many bombers in the air, well-escorted by P-51s.

We were hit by fighters which came out of the sun from above and in front. Our plane was hit so hard it seemed to momentarily stop in the air. Fire immediately erupted from the bomb bay and flashed on to the flight deck. I got out of the top turret, losing my oxygen mask in the process, and opened the top hatch door. This allowed the fire to go over us and out the hatch between the pilots. I then passed out from lack of oxygen.

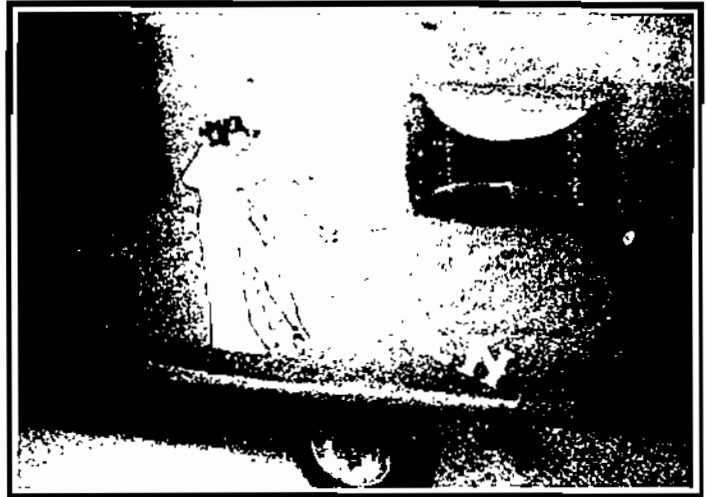
When I came to, I was lying on the flight deck floor right next to my parachute pack. I noticed that the right front bomb-bay door was open or had been blown off. The other three doors were still closed. So I snapped on my chute and got out as quickly as I could. The bombs were still in place. By this time, the plane could not have been too high because I hit the ground in no more than three or four minutes. I remember looking up after my chute opened—the plane was still flying, but there was a lot of fire.

What happened to the others on board? Hock and Feeney were in prison camp with me. I saw Lt. Phelan at Camp Lucky Strike in France after the war was over. He said Lt. Altemus told him to jump and he would follow. He also said he saw me lying on the flight deck and thought I was dead. But when I got out of the plane, I saw no one! Altemus could still have been in his seat as the smoke and fire made poor visibility. As hard as we were hit in the front, I'm sure all in that area were killed or badly wounded.

The big question of the day was, how did the single bomb bay door get open? I discussed it with Lt. Phelan when we met in France. He thought I had opened it and I, in turn, thought that he did it. I have now concluded that for some reason the Almighty decided to keep a couple of us guys around a little longer.

A/C 42-99987 S, *PIZZ AND MOAN*, MACR 3853, had the following men on board:

P 2nd Lt. Warren H. Barry 0-678992  
New Albany, MS



42-10905 *GIPSY QUEEN* with Russell Hryvniak - Crew Chief

CP	2nd Lt. Andrew J. Krebs	0-669738
	Memphis, TN	
N	2nd Lt. George J. Murphy	0-688456
	Baltimore, MD	
B	2nd Lt. Joseph Choma	0-752317
	Cleveland, OH	
E	S/Sgt. Raymond H. McKenna	31155162
	Readsboro, VT	
RO	S/Sgt. Joseph Cracolici, Jr.	12190881
	Brooklyn, NY	
WG	Sgt. William H. Eure	13119398
	Wakefield, VA	
WG	Sgt. John L. Whitworth	34448789
	Martin, GA	
BG	Sgt. Donald L. Perry	13042032
	West View, PA	
TG	Sgt. Russell A. Day	16008549
	Tomah, WI	

This crew fared better than many on this day, as nine survived to become P.O.W.

Sgt. John L. Whitworth provided this information,

I have no idea what the name or number of this ship was. Nor can I remember just what our location was when the fighters hit us. We should have been pretty close to the target by the time they say the attack came. I was left waist gunner and on about the first pass, they got us. Number two engine was knocked out and started wind milling. So I told our pilot, Lt. Barry, that he would need to feather it if he could.

Someone else reported that #3 was on fire

too. We were then told to get out. Sgt. Raymond McKenna was our top turret gunner, and I never did know if he got out or not.

Incidentally, I was shot down on my first mission, so I did not get a chance to know many of the fellows. But one thing that impressed me was the concern shown when it was about time for the Group to return from a mission. All the boys who didn't go would go to the flight line to watch to see if all their friends made it back.

. A/C 42-109822 O, MACR 3857, had the following men on board:

P	1st Lt. Raymond H. Townsend	0-670670
	Idaho Falls, ID	
CP	2nd Lt. Edwin M. Ward, Jr.	0-2045032
	Clifton, VA	
N	1st Lt. Paul A. Jones	0-676068
	Nashville, TN	
B	T/Sgt. Walter K. Nealon	11032596
	Malden, MA	
E	T/Sgt. Archie D. Clemons	15015217
	Bradonton, FL	
RO	T/Sgt. John M. Lyman	11066620
	Meshoppen, PA	
WG	S/Sgt. John A. Nosal	17029388
	Omaha, NE	
WG	S/Sgt. Robert S. Bray	39011105
	Pacific Grove, CA	
BG	S/Sgt. Douglas E. Churchill	16108271
	Detroit, MI	
TG	S/Sgt. Raymond G. Wenke	6150461
	Kalamazoo, MI	

Ship blew up. One chute was observed.

The navigator, Paul A. Jones, provided this account,

We were hit by fighters three different times. The first time, we lost one engine, which caused us to drop out of formation. One shell came through the little window in the nose compartment and went into the electrical box, which knocked out power to the nose turret.

I called Lt. Townsend and asked him if he was going to jettison the bombs, and he said "no." He thought that he could get us back into formation with them and continue on to the target. I checked with Sgt. Nealon who was in the nose turret and he told me that his power was out, but he was going to stay in the turret and use his guns manually. We were almost back into formation when we were again hit by

the fighters, losing two more engines. Now that we could no longer remain airborne, Townsend gave the orders to abandoned the ship. I relayed this to Nealon, and crawled back to open the nose wheel doors—and that is when we were hit the third time. I guess I stuck my head right in the middle of those exploding shells as my steel helmet was blown off and my eyes were immediately sealed with blood; my head and face were bleeding, riddled by shrapnel from the cannon fire.

I sat down and decided I would not jump if I was going to be blind—I would just ride her into the ground. But when I explored my head with my hands, pulled at one eyelid, and it opened and I could see! I tried the other eye and found it to be all right too.

I turned to see where Nealon was, and found him sitting on the shell compartment, trying to get his parachute on. He was unsuccessful because his hands were nearly frozen. I went to him, and helped him get the chute attached to the harness. He followed me to the nose door opening and I jumped. But just before I went out, I looked up towards the cockpit to see that both Townsend's and Ward's legs were hanging down off the controls—both unconscious—or dead?

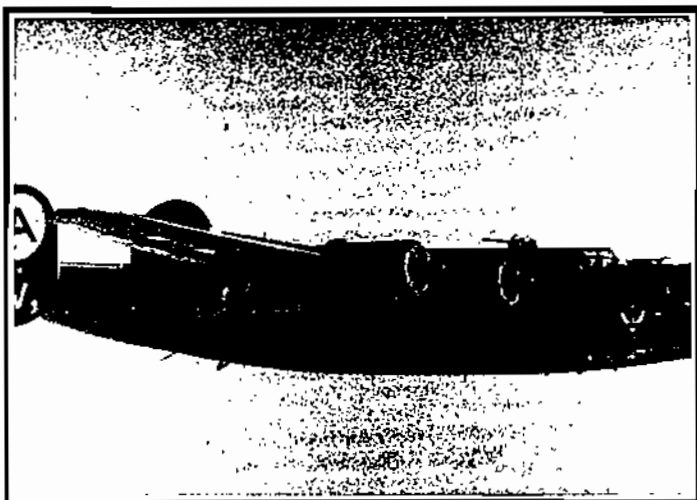
I made a delayed jump for a considerable distance, until I started spinning like a leaf, then pulled the cord and said to myself, "well what do you know, it opened!"

About this time, one of the big wheels from the plane came by me, so I assumed the plane had blown up. I looked up to see one other parachute way above me and some distance away. It was Nealon's chute. I checked my watch and remember it to be 2:15 pm.

I was captured in a small village that I thought was Weinhausen, but I can't find it on the map. I have been told that Weinhausen means 'wine house' so I might have only seen the sign on a building. I spent 401 days in a German prison camp.

At Camp Lucky Strike, France, after being liberated, Nealon and I located each other, and there were also our two waist gunners, Sgts. Lyman and Nosal. They told me that before they jumped, the ball turret gunner, Churchill, was killed while out of his turret. They saw Wenke get out of his tail turret to put on his chute, but he did not survive. I understand he is still buried in Germany. I know nothing about the engineer or radio operator.

The Invasion



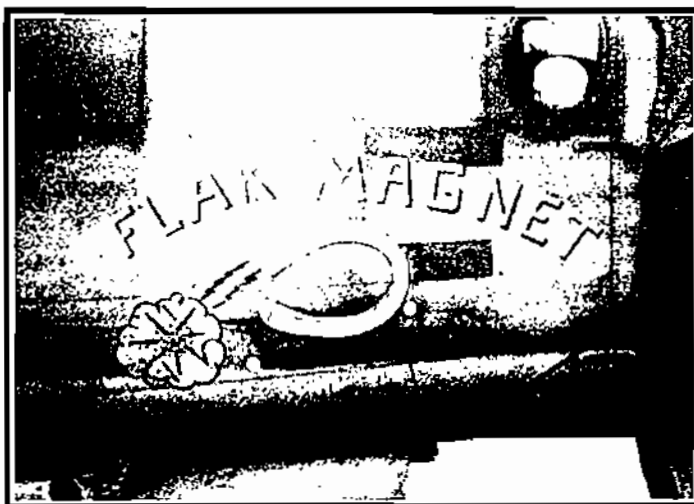
41-23813 *VICTORY SHIP*  
Lost at Escalles Sur Buchy, France on January 21, 1944



41-23776 *SPIRIT OF '76*  
Lost at Wilhelmshaven, Germany on January 27, 1943



42-63971 *HELEN HYWATER*  
Lost at Oslo-Kjeller, Norway on November 18, 1943



42-50596 *FLAK MAGNET*  
Lost at Leverkusen, Germany on October 18, 1944



42-72858 *PISTOL PACKIN' MAMA*  
Lost at Tutow, Germany on April 9, 1944



41-23699 *LEMON DROP* with Chester Wolfe survived the war  
*KIA*

## The Invasion

Sgt. Walter K. Nealon was an enlisted bombardier, one of the five original ones from Barksdale Field. Walter (Wormy) remembered that,

If it were not for Paul (Jones), I would not be here today. I had been shot in the head, and although appearing conscious, I remember nothing. When Paul saw me fumbling with my chute, he thought my hands were frozen. I was simply not thinking at all, but was out on my feet.

When Paul attached my chute to my harness, he accidentally put it on upside down, and then bailed out. Until I talked with him recently I had always thought I was still in the plane when it blew up, and I was blown clear. I finally came back to consciousness floating through the air and remember trying to open the chute. But the ripcord was on the left side instead of the right, and still not thinking clearly, I had to practically tear the chute open with my fingers.

John Nosal and I were captured in the same area—and we never saw anyone else from the crew until Camp Lucky Strike, when the war was over.

*→ C.P. on mission*  
Sgt. Jim Hay transferred from the 66th Squadron. Captain Lehnhausen was transferred from Headquarters back in to the 68th squadron. The first batch of our men scheduled for transfer to the 506th are to be shipped out Monday.

### 9 April 1944 TUTOW AIRDROME, France

This airdrome was the intended target for this date. However, very unfavorable weather caused the Group to be called back, but not before some of the A/C dropped their bombs. The results were believed to have been good, but the haphazard weather conditions prevented accurate observations from being made. Two of the six A/C sent on this mission by the 68th dropped their bombs on Tutow. The 68th suffered the only loss for the Group on this day with one A/C being listed as M.I.A., caused by either flak or enemy fighters, both of which were very fierce and heavy. At least two EAC were claimed as probably destroyed by gunners of the 68th.

Somewhere during assembly, two of our ships formed with another Group. When the recall was sent out, they decided to stay with the Group they were in formation with, and went on to bomb the target. Lt. Palmer's ship had a large hole in the left

wing, along with other damage, so they headed for Sweden.

Sgt. Donald C. Duncan completed his tour of operations.

A/C 42-72858 U, *PISTOL PACKIN MAMA*, MACR 3851, had the following men on board:

P	1st Lt. Hiram C. Palmer	0-729892
	Novelty, MO	
CP	1st Lt. Lawton L. Sternbeck	0-693572
	New Holstein, WI	
N	1st Lt. James Gillespie	0-755150
	Camden, NJ	
NG	S/Sgt. Andrew F. Babich	36225989
	Ironwood, MI	
E	T/Sgt. Paul J. Kruse	35467328
	Covington, KY	
RO	T/Sgt. David C. Putman	15338965
	Detroit, MI	
WG	S/Sgt. Raymond J. Long	35678775
	Cheviot, OH	
WG	S/Sgt. Raymond J. D'Amico	33588383
	Philadelphia, PA	
BG	S/Sgt. Jack H. Feinstein	12062017
	Brooklyn, NY	
TG	S/Sgt. Norman B. Johnson	39454377
	Susanville, OR	

This entire crew was interned in Sweden. Later, all returned to duty except Kruse and Long.

Sgt. Paul J. Kruse stated that,

*PISTOL PACKIN MAMA* was not our plane. Oh, we flew her that day, but it was on loan because our aircraft, *SHOO SHOO BABY* had been shot up on our previous mission. We had returned to base with over a 130 flak holes, and it was out of service for repairs.

April 9th was Easter Sunday, and our crew was assigned to *PISTOL PACKIN MAMA* for this raid over Berlin. Our regular Radio Operator, Paul Brown, and our bombardier, Lt. Hybarger, were replaced by Sgt. David Putman and Andrew Babich. Later, I learned that Lt. Hybarger was killed on another mission.

We were attacked on our way to the target by the yellow-nosed ME 109s and FW 190s. About the third or fourth pass, we got hit on our right wing. It missed the No. 4 engine, but that big hole in the wing, compounded by the large section of the skin peeled back, caused us to pull 60 inches of mercury on all four engines.



## The Invasion

We also took a hit in the nose area which disabled our nose wheel landing gear.

We couldn't keep up with the formation, even with absolute maximum power, so we slowly started dropping back. At the time of the hit, we were near Hamburg, Germany so we headed for Sweden. Several German fighters started chasing us, but they didn't shoot at us! They could see we were in trouble and headed for Sweden and out of the war.

We were over Denmark by this time, close to Malmo, Sweden. Before any further German fighter attacks could be made, a group of Swedish fighters, Regiani 2000s, came up to protect us by chasing off those German planes. Then they led us to an airfield in Malmo, Sweden.

We couldn't get our nose gear down, even though we tried to lower it manually. It was shot up pretty badly. The crew was throwing every thing overboard to make it less of a drag on those engines. We couldn't hold out any longer, so we followed the Swedes to Bulltofta, the no-runway airfield, in Malmo. With our main gear down, and nose wheel up, we went in for a crash-landing on that grass field. I was stationed in the bomb bay where I could see our pilot, Lt. Palmer, and the crew was back in the tail section where we could see each other. After the pilots had landed on the main gears and we were slowing down, the four in the tail started moving slowly forward following my hand signals, in order to allow the nose to lower slowly.

The nose settled down slowly until it started skimming up the grass and dirt. Then it started digging in. Since I was standing in the bomb bay at the edge of the flight deck, I had to lift my feet up to keep the dirt from burying them. That was the most beautiful crash-landing I've ever seen or heard about, any time, any place. We were shaken up and very scared, but none of us were injured.

The Swedes treated us excellently. They explained that since our bomber was in trouble, they took our side in chasing off the German fighters. Nine other U.S. planes landed in Sweden that Easter Sunday.

**10 April 1944**

No mission was scheduled for today.

On Saturday, Putman said this mission was as rough as he ever cared to fly. He was trying to decide if he wanted to quit flying. Apparently he had not



41-24225 FLAK ALLEY with Dutch Kopko  
Lost at Gotha, Germany on February 24, 1944

decided, as he went with Lt. Palmer on Sunday, and is now interned in Sweden for the duration. We got a new crew in yesterday—Lt. Foy and crew.

**11 April 1944**  
**BERNBURG, Germany**

For the third time straight, fierce enemy opposition from the air and from the ground was experienced by the 44th Group. The target was hit with good results. Although there were no losses suffered by the 44th on this mission. The 68th claimed one enemy aircraft as destroyed and the Group claimed an additional three others.

Major Jansen, the Squadron Commanding Officer, left the squadron for his return to the Zone of the Interior. Captain Robert Lehnhausen became our new C.O.

Sgt. George McAlister claimed an FW 190 as destroyed today.

*ALFRED M.*  
Sgt. "Malfunction" Klein walked in today and surprised everyone. He went down with Howington's crew on January 21st. Said the ship was a flaming inferno and it was either jump or be burned to death. He made his way through France with the help of the Underground and eventually back to London. *To Spain*

Sgt. Ike Flesher returned to camp today. He missed the last boat to the States by a day. This means he has probably missed his last chance of getting home to become a cadet, although he has passed and been accepted. Recent Orders prohibit any further movement to the States of this type of personnel.

## The Invasion

Two new crews came in today. The Combat Barracks have been comparatively empty lately due to our heavy losses, but they will be filled again soon.

Sgt. Ted R. Fernbach transferred to the 481st Bomb Group.

**12 April 1944**  
**ZWICKAU, Germany**

Zwickau was our intended target for today, but very bad weather forced a recall. The 68th was represented by five A/C, none of which sustained other than relatively minor damage from the five EAC that were engaged and the moderately inaccurate flak that was met. Each man received credit for a mission today. That makes a total of twenty eight for Lt. Raymond Hamlyn.

Lt. Vangelo S. Safos transferred to the 50th Station Compliment.

**13 April 1944**  
**LECHFELD, Germany**

Lechfeld was the location for today's effort and the target was hit with good results. Generally weak fighter opposition was met, while moderate and accurate flak was experienced by the Group and the three A/C that were sent from the 68th. The 67th lost one A/C today. This A/C was 42-100330, L Bar, piloted by Lt. Rockford C. Griffith.

Lt. Hamlyn did not have time to give the site a buzz job after his mission yesterday, so today he made up for it in the Lemon Drop. Even Ordnance, who had worked all night and had been in bed only for a short time, got up to see the show.

**14-17 April 1944**

No missions scheduled for these days. Practice flights and classes all day on the 14th.

Lt. Fedonchuck transferred to the 12th RCD on the first leg of his trip to the States. Cpl. Hubert E. Erikson transferred to Group Headquarters. Sgt. Arthur C. Ruhl and James D. Mercer transferred to the 12th RCD on the 15th.

We have a rumor going the rounds that any crew with fifteen or more missions can have a thirty day furlough in the States IF they sign up for an additional 30 missions after furlough.

On the 15th we had a RED alert followed immediately by a BLACK alert, which means enemy planes are directly overhead. British night fighters drove them from our area.

On the 16th, Sunday, there was no mission scheduled, and when this happens on a Sunday we generally have a pleasant day and everyone can go to church. At least that makes it resemble a Sunday.

On the 17th, reports are coming out of Germany via neutral countries to the effect that Germany has serious shortages of raw materials and even food. Their news reports now admit serious incidents on the Eastern Front; this is contrasted to the well-phrased and evasive language they normally use, such as "Elastic Defense" or "Strategic or Planned Retreat." Bulgaria and Rumania may be out of the war in a week or two. This should have a considerable effect on their allies and some neutrals as well.

**18 April 1944**  
**BRANDENBURG AIRDROME, Germany**

Brandenburg Airdrome was the intended target for today, but due to the cloud-covered conditions, Cuxhaven was hit instead—visually and with very poor results. A second target, Rathenow, was also hit with similar results. Moderate but inaccurate flak and weak enemy air opposition were encountered. The single casualty was a gunner who received three bullet wounds, all of which were limb wounds.

**19 April 1944**  
**GUTERSLOH AIRDROME, Germany**

This airdrome was located in Western-Central Germany. It was hit visually and with good results. The 68th sent up seven A/C for this mission. Again, weak fighter opposition and moderate inaccurate flak was encountered. The squadron had only one A/C with flak damage.

Sgt. James W. Caskey, Jr. completed his tour of operations with this mission.

The RAF was out in great strength again last night and attacked targets in the Paris vicinity with more than 3000 planes. When they returned, German bombers followed them in and attacked London and North East Anglia. Considerable damage resulted in London, including a large hospital that took a direct hit.



## The Invasion

We have had two BLACK alerts here in the past few days. German planes could be heard overhead as well as British night fighters, but no anti-aircraft fire was heard.

20 April 1944

### MARQUISE/MIMOYECQUWA, France

This was the intended target for the 44th this day, but the A/C were recalled before the bombs were dropped. The 68th sent up nine A/C today, with seven of them experiencing moderate flak damage.

At Shipdham, this was a beautiful day. The deal for combat men with fifteen missions or more is: an immediate 30 day furlough at home if you sign up for thirty more missions after furlough.

The reason for the recall today was a haze over this part of France—the target could not be located precisely. We do not drop our load over France unless the target is located and can be bombed visually. Different rules apply over Germany.

Today we received three complete crews and eight spares from the 66th squadron; they are to become a Pathfinder Outfit. The men transferred into the Sqd. from the 66th were: Lts. Arnold V. Larson, Harold C. Morrison, George B. Moyle, James D. Moos, Charles B. Murphy, Robert J. Weber, Francis G. Wholly; Sgts. Absolam H. Kelly, Gerald K. King, Frank Manning, Jr., Allen P. Schneider, Chauncy H. Steele, Jr., Steele, Tyrus J. Shanley, Jim Y. Hom, and Domonick P. Yocco.

Lt. Pinchon went on DS to Station 104 and Sgt. Harry J. Moyer went on DS to Station 635.

21 April 1944

We had a few more BLACK alerts during the night. At 4:30 a.m. we were awakened suddenly by exploding bombs. Immediately thereafter we could hear German planes pulling away from the area. In the a.m. we found that a JU 88 had spotted lights in the vicinity of the petrol storage tanks; the men were loading the fuel trucks with petrol. He strafed several Nissan huts in the vicinity and dropped some bombs. Luckily, there were no injuries. The barracks that were strafed housed the men who were loading petrol, but no one was in them at the time. In another barracks, a bed was shot up, but the occupant had vacated it yesterday. One 100 pound bomb failed to explode and remains where it hit the ground.



42-40731 EAGER BEAVER with J.D Ford, Sammie Fulford and Freddie Schiedegger - Crew Chief

Cpl. Carl F. Osmond transferred from the 506th Squadron. Sgt. Edward Kmetz transferred to the 506th Squadron. Sgt. Hassett completed his tour of operations.

22 April 1944

### HAMM, Germany

The marshaling yards here were our target for today. The 68th sent up ten A/C for this mission. All the bombs were dropped with good results. The enemy offered weak air opposition—one EAC was destroyed by a gunner from the 68th. The flak was moderate but rather inaccurate. Other Groups making landfall over England were hindered by German planes that came in with them. It was difficult to pick them out in the dusk of the evening. Several bombers of the 2nd AD were lost due to this tactic. This is the first time such a situation has occurred.

*Some data was 21 April 44 recalled*  
Some of our planes got out of formation in the clouds and suddenly one exploded in mid-air. There was another B-24 and a B-17 in the near vicinity, and it is suspected that there may have been a collision, but the investigating committee concluded that, due to severe icing conditions, the plane stalled, spun, and fell apart.

A/C 41-29418 crashed with the following men on board:

P	2nd Lt. Forrest C. Hovens	0-687031
	Unknown	
CP	2nd Lt. Leon L. DelGrande	0-817399
	Unknown	

**The Invasion**

N	2nd Lt. James L. Zajicek Chicago, IL	0-698812
B	2nd Lt. Edward A. Cole El Dorado, KS	0-691634
E	Sgt. Leonard P. Lambert Breckenridge, TX	18202589
RO	S/Sgt. George R. Houchins Bluefield, WV	15339517
WG	S/Sgt. Roger W. Edmonson Avery, TX	18218286
WG	Sgt. Hartwell J. Higgins Winder, GA	14094125
BG	Sgt. Hal N. Wood Rogers, AR	18113166
TG	Sgt. Russell C. Taylor Seattle, WA	39196030

**27 April 1944**  
**MOYENNEVILLE, France**

**DOUBLE HEADER DAY!** This was the first double mission, but will not be the last. The first target, Moyenneville, was hit with twenty planes from the 44th (six from the 68th). It was a visual run with good results. It was not a "milk run" as some had thought. The flak was very intense and accurate with all six of our A/C sustaining damage. The 67th lost one A/C on this mission. It was A/C 41-29467, piloted by Lt. Howard A. Clarey.

The second mission for today was Chalons Sur Marne. The Marshaling Yards were the M.P.I., and were hit with good results. The 68th put up eight A/C for this mission. The flak was moderately accurate with many A/C from the Group sustaining flak damage. Fighter support was very good. One A/C made both missions and it came through without a "hitch," testifying to the excellent "crewing up" the A/C received from the ground crew. Only one man was injured by flak. On the whole, the day was indeed a busy one for the entire Group—especially for the line boys and the bomb loading crews.

This crew was a recent transfer from the 66th squadron. The pilot and co-pilot were blown clear of the wreckage and survived with injuries only. The bodies of the remaining eight men were picked up at widely scattered points about fifteen or twenty miles from the base. After proper identification, the remains left for Cambridge Cemetery with a Military Escort.

*DON  
Ewings*

Sgt. Ike Flesher was transferred to Ireland on his way to the States. He refused a direct commission, as he wants to go home.

Sgt. Joseph J. Young transferred to the 66th Squadron.

**24 April 1944**

During the night more than a hundred combat officers checked-in to the hospital with ptomaine poisoning. The reason: cake in the officer's combat mess. For obvious reasons, there was no mission scheduled for today.

Sgt. William G. Morton went on DS to Instructor's school yesterday.

**26 April 1944**  
**GUTERSLOH, Germany**

Gutersloh was the intended target for today but old man weather intervened and forced the mission to be abandoned. EAC were seen and flak was very inaccurate.

We are hoping to move the Orderly Room to a larger Nissan hut tonight. M/Sgt. Robert L. Gamage is leaving today for his rotation to the States. He will report to Lincoln, Nebraska. He forgot his wallet and it was immediately mailed to him. Lt. Raymond Hamlyn, having completed his missions, was transferred to the 93rd Combat Wing today.

**29 April 1944**  
**BERLIN, Germany**

Berlin was the target again for today, and was bombed with unobserved results. The 68th sent up seven A/C, of which six returned. Enemy fighter opposition was slight but determined and the flak was accurate and moderate in intensity. One EAC was shot down by a gunner from the Squadron, while the Group claimed four other EAC. The month of April was completed with this mission and it was a sad month, with the losses that the Squadron sustained during the past thirty days.

Sgt. Percy Hilty was credited with 1 FW 190 destroyed.

A/C 41-29471 X, MACR 4472, had the following men on board:

P	2nd Lt. Glen H. Sweigart Fort Thomas, KY	0-747360
CP	2nd Lt. Floyd H. Greene, Jr. Salt Lake City, UT	0-812577
N	2nd Lt. John W. Turocy Cleveland, OH	0-695992

*Green*

## The Invasion

B	2nd Lt. Gilman N. Roberts Brooklyn, NY	0-686402
E	S/Sgt. Lamer McWhorter LaGrange, GA	34442753
RO	S/Sgt. John W. Levake Walnut Creek, CA	19186283
WG	Sgt. Homer M. Tiller Colo. City, TX	38101171
WG	S/Sgt. Harold F. Koehler Canton, OH	15019186
BG	S/Sgt. Julius V. Naber? Marshall, MN	37263649
TG	Sgt. Albert A. Nome Mishawaka, IN	35544549



41-23800 *Captain and His Kids Rides Again*  
with Barton Cramer and Robert Krueger.

Two chutes were observed before the ship exploded.

Mrs. Mary E. Turocy, widow of Lt. John W. Turocy, navigator on this ship, sent this information:

It was their eighth mission when their B-24 was hit by the German fighters and exploded. Two crew members were blown out with the debris and when John regained consciousness, he was falling through space. He jerked his rip cord and the shock pulled his shoes off. He threw his gun away, and tore up what papers he was carrying as he was descending. When he landed bare-footed in a little German town, the villagers surrounded him with pitchforks until German soldiers came and dragged him off to jail, bleeding feet and all. He was in several POW camps, one of which was Stalag 13. Being an officer, he was given the privilege of using their library and John took this opportunity to study theory—he played classical violin—and, to occupy his mind, he translated from German to English copious notes. When John was liberated, he weighed just 110 pounds!

The pilot, Lt. Sweigart, added,

Our call was Smokey Blu Joe, X for X-ray. Somewhere over Germany we lost all the oil pressure on #3 engine and had to drop out of formation because the prop flattened out on us. I couldn't hold altitude or air speed. We finally maintained altitude at 9500 feet and 105 m.p.h., skidding sideways against the prop with near full rudder and still making a full arc, which was corrected occasionally by a circle. We had good cloud cover and I limped along until, I think, it was Nuremberg where the clouds gave away. Then all hell broke loose! I had told the crew that if anyone wanted to leave, they could

jump at any time. I had two men I didn't know, replacing Gwin and Tony (Goodman). I told them if we got hit and lost intercom to go, 'cause I'd go if we got hit or went below 7500 feet. I believe that our radio man, Sgt. Levake, took off. When we got hit, it took the putt-putt right out of the side of the aircraft, and split the control pedestal wide open, knocking out all controls as well as the intercom. Our bombardier, Gil Roberts, was begging for us to all go as he would not go alone. Turocy showed me black and blue finger-prints on his shoulders, where Gil was hanging onto him when we were hit. The explosion blew Turocy out of the nose wheel and Gil into the front of the airplane and killed him. I was told about Gil's position at prisoner interrogation. McWhorter, my engineer, tried to get to the back of the plane to help the fellows in the back. He was blown off the catwalk by another hit, I think. Greene (copilot) then left, and I hung up my mike and earphones, looked at Greene's cigarettes and lighter; for some reason I left them, thinking he'd be back for them.

The aircraft crashed and burned after a long, slow, even half-circle when anyone in it could have and should have bailed out. At interrogation, they kept asking me why I had only a six man crew, so I know that some of my men got out—but they didn't live. Turocy, Greene, and I were together. I saw who I thought was McWhorter lying in a field as I came down, and Gil Roberts was still in the plane. That makes five that I can account for. And they had pictures of Sgts. Nome and Tiller—that's seven.

I do not know why I bailed out without my

leg straps buckled and hung myself by the neck. When I tried to take the pressure off by swinging my feet into the shrouds, I skidded back and forth across the sky. I think that's why I survived, because I could hear those 88 mms. going off nearby all the way to the ground, and couldn't see anything else in the sky but me for a target!

I came down in the middle of a plowed field and about 3,000 people. I spoke enough German to get a little infantry corporal, who took me to his captain and eventually to the air-drome. Turocy, Greene, and I were together in POW camps at Sagan, Nuremberg and Moosburg, until liberated.

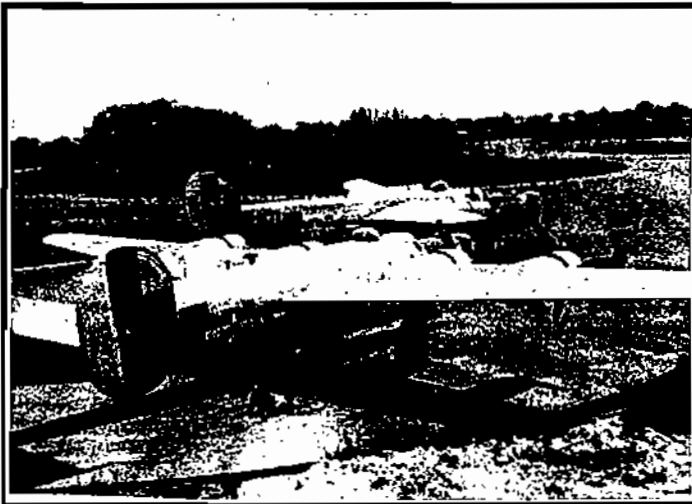
This was our biggest raid on Berlin; 2,000 planes dropped 20,000 tons. Eighty eight Nazi planes were shot down, while we lost sixty three bombers and fourteen fighters.

Captain David W. Alexander transferred to the 93rd Combat Bomb Wing yesterday.

The following men completed their tour of operations today: Captains George P. Martin, and Robert C. Peterson; Lts. Earle V. Hawkins, Edwin H. Heyer, John F. King; Sgts. Don L. Hart, John F. Johnson, and Harry R. Snead, Jr.

### 30 April 1944

Ships were loaded and the crews briefed before the mission was scrubbed.



Call Letters C and A in the Dispersal Area at Shipdham.

A beautiful day today, payday, and there was the usual number of crap games as well as card games going.

Sgt. F.P. Bilozur was transferred to the 50th Station Compliment. Lt. John F. Sarvis went DS to school for thirty days. Lt. Forrest C. Hovens transferred to the 231st hospital. Sgt. Richard M. Burke completed his tour of operations.

In summary, the month of April was a month of great activity for the heavies against targets of great importance to the German war machine. Several major cities were the targets of major raids. The greatest target emphasis was on the German airfields—Tuton, Bernsberg, Zwickau, Lechfeld, etc. The great industrial centers of Brunswick and Berlin were also hit; likewise, the very important Marshaling Yards located at Hamm. The final results of these raids were that the 44th hit one target with excellent results, eight targets were classified as being hit with good results, and three targets were hit with unobserved results. On three occasions, no bombs were dropped due to the very bad weather which prevailed most of the month. The 68th A/C had a total of ninety-nine (99) accredited sorties. Unfortunately, however, the 68th lost five A/C to both enemy fighter opposition and enemy flak, with a total of fifty one combat crew members being listed as MIA. There were four combat crew members that were wounded in action by bullets and flak. The 68th claimed seven EAC as destroyed and one as probably destroyed.

During the month, the Squadron had a change in Commanding Officers. Major Jansen returned to the States upon completion of his tour of duty, and Captain Robert Lehnhausen assumed command of the squadron.

Some of the men who joined the squadron in April were:

Charles B. Alexander, Samuel I. Berkowitz, Robert J. Billingsley, Bowinski, Edwin N. Breedlove, Michael Brewster, Alexander G. Brnilovich, Marshall F. Brockwell, Robert A. Brown, Bruff, Milo B. Burks, Domonick Cannetti, Charles M. Christian, Paul M. Corlew, Edward F. Dapme, Harry B. Depew, Robert A. Edmonson, Phillip J. Fanning, Jr., Reginald L. Ferguson, Kenneth M. Fick, Frank L. Foy, Otto H. Freeman, Jr., Richard C. Halek, Jim Hay, Jim Y. Hom, C.L. Hudspell, Phillip G. Jones, Absolem H. Kelly, Joseph M. Kelly, Eugene Kinal, King, Gerald K. King, Robert C. Kirmse, Ziggie L. Kozlosky, Edward W. Kushinsky, Arnold V. Larson, William C. Latta,

## The Invasion

Willie B. Loving, Jerome S. Malinowycz, Frank Manning, Jr., Eldon A. Maxby, Jr., John Mentor, Duane E. Mitchell, James D. Moos, Harold C. Morrison, George B. Moyle, Charles B. Murphy, John W. McClane, Jr., McClendon, Julius V. Naber, Olaf W. Olsen, Carl F. Osmond, Burr W. Palmer, Joseph W. Parks, Jr., Charles D. Peretti, Harold M. Rabb, William H. Rausch, Fred A. Rich, Roy J. Rossman, Ellsworth P. Rowinski, John F. Sarvis, Anthony Saso, Schadle, John Schneider, Allen P. Schneider, Tyrus J. Shanley, Leo E. Simmons, James Slaver, Joy M. Smith, William A. Southern, Joe C. Sparks, Kenneth W. Sprowl, Dean H. Spurgeon, Richard E. Stamper, Steele, Chauncy H. Steele, Jr., Donald H. Steinke, Cecil F. Stone, John H. Tilson, Oscar B. Underwood, Ray T. Wagner, John F. Warga, Robert J. Weber, Francis G. Wholly, Frank J. Willems, Charles E. Williams, James A. Wilson, Kenneth E. Wilt, and Domonik P. Yocco.

### MAY 1944

With an ever-mounting crescendo, the month of May wound up having a total of twenty one missions accredited to the 44th Group. France, Germany, and Belgium were the locations of all of these attacks, with the greatest emphasis being placed upon airfields or airparks—the targets of nine different cases this month. The Marshalling Yards of various cities were hit on six occasions, while Military Installations were hit three times. Though small in number of times hit, the oil refineries that were hit on three different occasions were the major targets that were attacked.

#### 1 May 1944 LEIGE, Belgium

Striking the Marshaling Yards at Leige was the mission for the 44th Group today. This target was hit visually with good results. Captain Ben Martin was the Lead Pilot for the 44th Group. There were no EAC encountered and the flak was meager and inaccurate.

Dr. Myron Sesit made this mission—he now has two to his credit—as did Lt. William Smythe, our Sqd. S-2.

At 6:00 p.m. yesterday all combat men were gathered at the site and informed by Capt. Lehnhausen to take it easy and get plenty of rest as they may be called out at an ungodly hour in the morning. The alert was set but was soon canceled by a teletype that came in.

Lt. Raymond Hamlyn was promoted to Captain today. He had transferred last week but this promotion came in to the 68th.

Lt. Stanley J. Reich completed his tour today.

### 2 May 1944

No mission scheduled. The sky is overcast with a severe wind blowing. Just heard that Sgt. Don Hart has finished up his tour with the 67th, where he transferred some time ago. Bud Kane was in today for a visit; he had transferred to the Stars and Stripes some time ago as a correspondent. The only identification he wears on his uniform is a shoulder patch, "U.S. War Correspondent." He thinks he may go over with some of the invading forces that are now poised along the coast of England.

PFC Frederick A. Kenyon transferred to the 231st hospital.

### 3 May 1944 WIZERNESS, France

The second mission for the month found the Group hitting military installations here with unobserved results. No EAC were encountered but there was plenty of flak which was quite accurate. Fifteen A/C from the Group sustained category "A" damages. The 68th sent up seven A/C, of which four received minor flak damage. There were no casualties for the squadron on this mission.

A Captain Wood was in to our Operations Office today looking for his brother, Sgt. Hal N. Wood. We were forced to tell him his brother was killed in a plane accident while in operational formation on April 22. One pilot reported that while he was flying over our site last night he could see a few lights. Barracks were checked today for proper curtains and other precautions.

Sgt. James Slaver transferred to the 1287 M.Ps.

### 4 May 1944 BRUNSWICK, Germany

The primary target for today was Waggum, an aircraft factory four miles east of Brunswick. The Group commenced their flight to the target, only to be forced to turn back due to the very poor weather conditions which disrupted the entire formation. Sortie credit was given to the eight A/C of the 68th. The 44th Group was the Lead Group for the 14th



42-100110 Northern Lass with Harold Hill - Crew Chief  
Crash-Landed at Halvergate, England on May 10, 1944

Wing, 2nd Air Division, AND the 8th Air Force, with Colonel Gibson as Command Pilot.

On payday, we required approximately twenty five additional pounds to accumulate the amount necessary to adopt another British War Orphan. We were making the effort to sponsor Wendy's sister. The men put it over with a bang. We now have in excess of 100 pounds for that purpose.

Lt. Stanley J. Reich transferred to the 448th Bomb Group.

5-6 May 1944

No mission scheduled. Three new crews joined the squadron today. A G.I. was killed today when a jeep he was driving collided with a British lorry.

We are doing a lot of practice night flying with full crews. Take-off was at 2:00 a.m. and it was after daylight that the ships were able to get into some sort of a formation. Don't know why we are doing this type of flying now.

7 May 1944  
OSNABRUCK, Germany

Two mission plans were set up for today, however only the one to Osnabruck was flown by the Group. We dispatched thirty three A/C for the Group and bombed with unobserved results using the PFF method. The 68th sent up ten A/C. One single EAC made a pass at the Group with no results. There was no flak until the target area was reached, where an

unseen barrage of moderate intensity was encountered. It was largely inaccurate, with an occasional stray burst in the formation. No damage resulted, however. The weather was severely cold and a man from the 68th was seriously frost-bitten on the chin and throat. The temperature was about forty degrees below zero at 24,000 feet.

8 May 1944  
BRUNSWICK, Germany

The Group bombed the city of Brunswick today with unobserved results in the midst of fierce enemy air attacks and flak over the target area. Three EAC were shot down by gunners from the other squadrons. The 68th sent up ten A/C on this mission and all bombed the target without sustaining damage or loss. This was the first Lead for the 66th Squadron with a PFF A/C

W8 - BOOMMAN

9 May 1944  
ST. TROUND/BRUSTHEM, Belgium

This airfield was hit on a visual run with fair results. The 68th sent eleven A/C on this mission. Seven received minor battle damage resulting from fairly accurate flak over the target area. One A/C, piloted by Lt. Larson, had a peculiar experience: as his bombs were dropped, a loud explosion occurred immediately beneath the A/C. Five men bailed out over the target area and Lt. Larson then attempted to fly the crippled A/C back to England. He succeeded in doing this. Another crew member bailed out and then Lt. Larson crash-landed the A/C at Swanington without injury to any of the remaining crew. The plane was badly damaged so it was relegated to the salvage yard. It was a very daring and courageous act on Lt. Larson's part in this brave attempt to save the craft and crew. How the explosion occurred or its cause is still a mystery.

A/C 42-100110 P, NORTHERN LASS, had the following men on board:

P	1st Lt. Arnold V. Larson	0-684358
	Billings, MT	
CP	2nd Lt. James A. Wilson	0-690017
	Lubbock, TX	
N	2nd Lt. Robert J. Weber	0-690514
	Elm Grove, WI	
B	2nd Lt. George B. Moyle	0-752346
	Saxton, PA	
E	T/Sgt. Gerald K. King	14058048
	Douglas, GA	
RO	S/Sgt. Absolam H. Kelly	15336171
	Borden, IN	



## The Invasion

WG	S/Sgt. Reginald L. Ferguson	13063662
	Macon, GA	
WG	S/Sgt. Frank Manning, Jr.	17037062
	Lawndale, CA	
BG	S/Sgt. Milo B. Burks	37409588
	Arroll, MO	
TG	S/Sgt. Jim Y. Hom	12188925
	New York City, NY	

craft attacked the formation with the resulting loss of one A/C from the Group (506th). A claim of one EAC was made by a gunner of the 506th squadron. Slight and fairly accurate flak was reported over Bricy Airfield, but none over the Marshaling Yards. Eight A/C of the 68th completed this mission without incident. This was a long ride today, nine hours round trip.

Moyle, Kelly, Ferguson, Manning, and Burks bailed out over the target area. Robert Weber bailed out over England and the balance of the crew rode the ship in, where all were safe. Ferguson returned to base 10/9/44 after being helped by the Belgium Underground. (5 MONTHS)

We received a new crew this evening, Lt. Charles C. Gayman's. One of the three crews we got in last week had a pilot named J.V. Principe. His brother is the former Fordham football star, Don Principe.

### 12 May 1944 ZETT, Germany

After the explosion, the prop on #4 engine flew off, #2 engine began to smoke, and the intercom went dead, so those on the flight deck could not communicate with those in the rear. When a crew member went to the back to see how things were, he found everyone gone and the back on fire. Finally they got the fire out and patched up a few gas leaks with rags; all were as black as the ace of spades from smoke, but they managed to keep everything under control until they got back to England.

The "blood" of mechanized warfare took the attention of the airmen when the synthetic oil plants here were attacked with good results. EAC were seen, but the 44th experienced no attacks. However, the flak was very intense, accurate, and of the controlled fire and tracking type; all five of the 68th A/C sustained category "A" battle damage. The 67th squadron lost one A/C to the accurate flak, A/C 42-110042, piloted by Lewis I. Vance.

### 10 May 1944 DIEPHOLZ AIRDROME, Germany

The mission this morning was to Diepholz, Germany, to attack the airdrome two miles southwest of the city. The mission was recalled due to bad weather that prevailed up to 30,000 feet, and to the dense contrails that formed as the planes flew along toward the target. No sortie credit was given.

All in all, approximately 1,000 bombers and 1,000 fighters were dispatched from the 8th AF in England today. Forty two bombers and ten fighters failed to return. There are rumors that one of our Groups was practically wiped out by an unusually large number of German fighters. They came in head-on; those in the lead are usually in for a hot day.

Sgt. Newlin and Holmes took off this evening for Nottingham. Lt. Davido flew them over and after he dropped them off, he buzzed our field when he got back and got grounded for two weeks.

A pilot who landed at our base in a B-24 to visit a friend told us that his Group lost eight A/C on one mission last week. Sgt. Holenbeck is still in the hospital. Hilty is waiting to go home for thirty days, then back here for another thirty missions.

### 11 May 1944 ORLEANS/BRICY AIRFIELD, France

This airfield was hit with very good results by the first squadron of the 44th. The second squadron hit the Belfort Marshaling Yards with good results. Approximately thirty five single engine enemy air-



Harold "Spec" Bellard - Navigator  
Killed at Brunswick, Germany on April 8, 1944

## The Invasion

Captain Davido said our ships will have new color and markings on the tail. The letter "A" on a white circle will no longer be used.

Sgt. Hilty, awaiting his orders to go home, made another mission today. The way things are going, he may have most of his thirty in before he gets his furlough at home.

### 13 May 1944 TUTOW AIRFIELD, Germany

Switching to an air park, (a training ground for bomber crews, a component parts field, and a final assembly and testing ground for FW 190s) the 44th Group attacked the Tutow Airfield with unobserved results. A number of enemy fighters were sighted, with only seven making attacks on the Group. Claims were made of one destroyed and one as a probable.

Lt. Samuel L. McClendon was credited with 1 FW 190 destroyed.

Sgt. Robert M. Smith was credited with 1 FW 190 as a probable.

Over Romo Island, flak was encountered that was very accurate but meager, with one A/C of the six the 68th sent on the mission being slightly damaged. Fighter escort was excellent.

The 8th AF dispatched 3000 planes today to hit Tutow, Osnabruck, and Politz. 1000 of these planes were fighters.

On this mission the following men finished up their tour of operations: Lt. R.E. Rose; Sgts. Frank J. Salmarco, V.G. Lopez, Frank F. Fara, and William E. Kustinsavage. Their tours lasted just five months.

Sgt. Harry Snead, who finished up a few weeks ago, returned today from furlough and immediately departed for another field to attend instrument school, after which he goes to another field for instructor's school; he then returns to the 68th.

### 14 May 1944 STAND-DOWN

No mission scheduled.

After a few extremely hot days, the weather suddenly turned cold, and it has been raining severely ever since late in the afternoon.

Lt. Harold C. Morrison and crew were suddenly transferred to another field and were only given a few hours to clear this field. He and his crew were assigned from the 66th squadron on April 20th.

Part of the British Army was down in the shooting butt, demonstrating the use of mortar guns. They are making a terrific racket, and all you need to attend is your steel helmet on your head.

### 15 May 1944 SIRACOURT, France

Again, the military installations at Siracourt and St. Pol, France were hit with unobserved results. This was a typical "milk run," because no flak or EAC were encountered. The fighter support was excellent. The 68th dispatched six A/C on this mission.

A restriction was in effect for the entire U.S. Army in England. This is a general check-up, both of civilians and military personnel. Anyone found without proper papers goes directly to the Guard House for further investigation. Restriction for military personnel makes this job much easier.

Sgt. Emil M. Unger returned from DS. Lt. Milton L. Rosenblatt returned to the Zone of the Interior.

### 16 May 1944

This a.m. at 2000 hours we were alerted. Combat men were awakened and briefed, but due to the inclement weather the mission was scrubbed.

London was bombed again Saturday night. Bristol was also bombed, but the British claim the Germans real purpose was reconnaissance, to ascertain what was going on along the coastline. Photographs were possibly taken.

Lord Ironsides declined an invitation to address the officers in their lounge tonight. The subject was to be "My forty nine years in the Army."

### 17 May 1944

Everything was ready for a mission this a.m. Ships were loaded up with 1000 pounders. Men were up early and attended briefing; however, bad weather in the target area made it necessary to scrub the mission. It rained continuously all day and every one was glad to take advantage of the rest period.



## The Invasion

Captain Lehnhausen says Lt. Teitel is O.K. and should be in London within the next few days.

18 May 1944

No mission scheduled. Lt. Del Grande has returned to the squadron from the hospital. He and his pilot, Lt. Forrest Hovens, were blown out of their ship when it exploded some time ago. The two were the only survivors.

It rained most of the day here with low overcast clouds. During the afternoon it cleared up enough to enable six of our A/C up for a practice mission.

19 May 1944  
BRUNSWICK, Germany

The Brunswick Marshaling Yards were the objective of this mission. The 68th sent up eight A/C; the target was hit with fair results on a visual run. A field day at the enemy's expense was had by the gunners of the Group and other Groups. No less than thirteen EAC were shot down by the gunners of our Group. Four were claimed by the 68th gunners. Another two were probably shot down. Many other claims were made, but due to conflicts of claims and circumstances that made a survey of great accuracy impossible, no such claims were allowed in these cases. Almost one hundred and fifty EAC made attacks on the formations, but no losses were experienced by the 44th Group. The flak was very intense, ranging from inaccurate to accurate, with three A/C from the 68th slightly damaged. Twenty four bombers in all were lost, eight of which were from North Pickenham, which is a new Group. *442<sup>nd</sup> BG*

Sgt. Gordon Brandon was credited with 1 FW 190 destroyed.

Sgt. Domonic Delperuto was credited with 1 FW 190 destroyed.

Sgt. Frank Y. Ross was credited with 1 ME 109 destroyed.

Sgt. William W. Smith was credited with 1 ME 109 destroyed.

Sgt. Thomas M. Tate has only one more mission to go.

The following officers were promoted to 1st Lts. today: Robert A. Edmonson, Frank L. Foy, Joseph W. Parks, Jr., Charles D. Peretti, and Francis G. Wholley. Lt. Harry W. Jacobs transferred to the 14th CBW. Sgts. Charles W. Blakley and Alvin A. Rosenblatt returned to base today. They both went down with Howington back in January. Lt. James B. Williams

completed his tour today as did Lt. George A. Perrine, Jr. and Sgt. Carlos Collins.

20 May 1944

Stand-down—no mission scheduled; however all combat men who did not participate in a practice mission were scheduled for class or training.

Last night Sgt. Hilty fell from a bicycle and injured his ankle.

Sgt. Lawrence W. Chandler, who flew in V for Victory January 21st (the day we lost four ships) returned to the squadron this afternoon. He said he just had a long journey which was dangerous every moment, from the time he hit the ground until he was on his way to London. He is the fourth man so far to return from those four crews that were lost. The others are Lt. Rosenblatt, and Sgts. Blakley and Klein. We hear that Lt. Teitel is in London now and should be here in a few days.

Lt. William A. Young, Jr. transferred from the 66th Squadron. Lt. Alfred R. Shella transferred to the 12th RCD on the first leg of his trip back to the States.

21 May 1944  
SIRACOURT, France

Six A/C from the 68th participated on this mission to Siracourt and St. Pol today. The target was hit with fair results. This mission was tagged as a real "milk run." Fighter support was excellent on this mission.



A/C 42-100110 crashed on May 9, 1944. Arnie Larson - Pilot, Jim Wilson - Co-Pilot, and Gerald King - Engineer were all awarded the DFC for this crash-landing of Pappy Hill's Northern Lass.

Our new theater is completed and we had a grand opening tonight. A stage show put on by the local talent of the four squadrons won the approval of all who attended. Nice seats!

Lts. Herman S. Pitchon and Joseph W. Parks, Jr. were transferred to the 93rd Bomb Group.

Sgt. Chandler is unable to say very much regarding his trip back to England. He is sworn to secrecy. He was moved from town to town and was locked up at night. He never knew who fed him but would find a meal pushed through the door each day.

### 22 May 1944 STAND-DOWN

No operational mission. Several ships took off for practice bombing. We had two BLACK alerts during the time the RAF was returning last night and early this morning. This was when the Luftwaffe sneaked in. They bombed Kent and parts of East Anglia, which resulted in some damage and casualties.

Sgt. Chandler will remain here with us a few days for interrogation, etc. His duplicate service records will be brought up to date and after he is awarded whatever decorations he may have coming, he will return to London for awhile and then back to the States. He has had quite an experience for a young man who went down on his first mission. If he does go back on operational duty, it will have to be in the Pacific.

Sgt. Harry R. Snead, Jr. and PFC Robert C. Rucker both returned from DS.

### 23 May 1944 AVORD AIRFIELD, France

Excellent strikes and results were scored by the entire Group on this mission. Captain Gildart was the pilot of the Lead Plane of the Group, of which Col. Gibson flew as Command Pilot, leading the entire Division. The 68th sent up ten A/C on this most successful of missions. There were no EAC in the target area and very little flak was encountered.

Lt. Ricketts and crew joined the squadron on the night of Sunday May 21. Sgt. James Hamby, engineer, said that Lt. Edwin Purcell, lead bombardier, did an excellent job of hitting the target squarely. There was only one small hole in Gildart's ship and that was in the belly turret.

Last night we had no evening activity around here; however, about midnight, we could hear distinctly—and feel it—the sound of two large explosions. It was a German plane shot down nearby. All Defense Platoons, Commando Squads, M.P.s and Guards were extra alerted tonight, all roads patrolled, and extra guards assigned to each A/C. No word as yet regarding the German pilot who bailed out, so we assume he is still at large.

Sgt. James F. Hamby completed his tour. Sgt. Lawrence W. Chandler left the base today and will eventually be transferred to the Zone of the Interior. Sgt. Cole transferred to the 458th Bomb Group.

### 24 May 1944 MELUN AIRFIELD, France

Thirty-five A/C from the Group bombed this Airfield twenty-five miles south of Paris. The ships bombed in three squadrons: the first twelve A/C (68th) achieved excellent coverage, the second squadron (67th) had poor results, and the third squadron (506th) had fair results. Only moderate, slightly accurate flak was met. The fighter support was excellent.

Tom S. Parsons recorded the day as follows:

As might have been expected, we were once more routed out at approximately 1:00 a.m., just thirty minutes after I had retired, with orders to attend briefing at 1:45 a.m. By 1:15, I had drawn flying equipment from the drying room, tested it and even found time to draw and inspect guns from Armament, before going to briefing. We found that our target was to be an airfield once more, at Melun, about 22 miles east-to-south-east of Paris. After finally getting the guns out to the ship, loading, and starting engines, we were finally in the blue by 4:30 a.m. We were in the low left element, which was to bomb the target second. Everything was O.K. until we reached the point where we turned in toward the target. We encountered touches of light but very accurate flak. From here on in and past the target we met spasmodic flak, which, although never as accurate as this first barrage, was quite some better than the run of the day. No fighter opposition was met or seen, and to be truthful, none of our own fighters were seen either. Possibly there were some close by. The target, although it was completely covered by thick gray smoke by the time we reached it, seemed

to have been pretty well destroyed and I'm sure our 24 X 300 lb. G.P.s didn't help to rebuild it any. All during the target run and for some time afterward we roughly followed the Seine river. Paris was easily within view. Naturally our flight took us around the city, out of range of its ring of anti-aircraft guns, but its many bridges and colorful buildings were quite plain to see. All the way back across France, the beautiful fields and villages were pocked by bomb holes at not too infrequent intervals, and every airfield, (of which there are many) several train yards, and even some innocent appearing villages and woods and fields were completely blown up. Many airfields, and on one occasion, a harmless looking patch of forest, still was covered by that now familiar cloud of thick gray smoke, towering several hundred feet into the air. All these places, however, remained quite silent as we flew over, giving witness to the fact that the "heavies" really do a knock-out job. Finally we reached the channel, and after unloading my guns and finishing off a breakfast unit (K-ration) I fell asleep on the floor and didn't wake up until we had landed back at the base. Here we unloaded our equipment and I was quite surprised to find that there were two rather large flak holes in our ship—one in the nose turret. One piece of flak passed less than six inches from Read's left leg and one just above the navigator's compartment, through which the piece passed in a direct line with Shambarger, (Co-Pilot) until something stopped it. Both of the pieces were recovered and are being kept as souvenirs by Bart and Read. We finally changed our clothes and repaired to the interrogation room. There we drank Scotch along with coffee and ate sandwiches, after which Joe and I went to the 68th Armament building and cleaned the crew's guns. At long last, I'm finally back in the barrack writing this while the rest of the crew sleeps, (it's now 3:30 a.m.) and after I finish a letter or two, I'll hit the sack before tomorrow's mission.

Oh how wrong I was!! At about 5:30 a.m., the C.Q. walked into the barrack and said that Voight, Charlie, Crouse and I were to pull guard duty tonight. This is a result of the paratrooper scare, which started when someone was seen to jump from a German plane that flew over the field as we were preparing for the St. Pol mission the other day. At any rate, it's pretty certain that at least one heavily armed enemy soldier is on the loose in this immediate

vicinity. We were to report at the Guard House at 9:30 p.m., so no sleep was to be had until 3:00 a.m. the next morning.

**25 May 1944**  
**BELFORT, France**

Major Robert Lehnhausen, Commanding Officer of the 68th, was Command Pilot on this mission today. The target was hit with good results. The 68th sent up eight A/C on this mission and all returned without any trouble—although the 67th lost one A/C for unknown reasons. The flak was meager and slightly accurate in the target area. Fighter support was excellent. Lt. Tomer, in A/C 42-94962, was MIA.

Sgt. Jake Elias was discharged from the hospital today. He showed me a piece of flak they took from his leg and it is a nasty piece of jagged steel. He is limping but will soon be O.K.

T/Sgt. Arthur C. Mullins was apprehended at the gate by the M.P.s. He stayed overnight in Norwich without a pass and he is now Pvt. Mullins. Sgt. Greenberg transferred to the 66th Squadron. Lt. William Averill Jr., and Sgts. John H. Carstens and George E. McAlister finished their tour of operations today.

**26 May 1944**  
**STAND-DOWN**

No mission scheduled.

Presentation of awards took place today. Among others, Sgt. Edmond Connors received the Distinguished Flying Cross.

Lt. Schmanson and crew transferred to the 93rd B.G. John R. Anderberg finished his tour of operations. Sgt. Harry Snead, who had finished up some time ago, is being retained in the squadron as engineer on the *LEMON DROP*, now a cowboy ship for the Group. Sgts. William Kustinsavage, Vincent G. Lopez, Frank F. Fara, and Frank J. Salmarco, who all finished up a few days ago, were transferred to the 66th squadron. From there they will go to a Commando outfit for ninety days before heading for the States. Lt. Smith J. Meador returned from DS today.

**27 May 1944**  
**SAARBRUCKEN, Germany**

Today we had a **DOUBLEHEADER** that tested the abilities of all personnel, and it came off without

any major hitch. The first mission was the Marshalling Yards at Saarbrucken, which is a key railroad town between Germany and Central and Southern France; it was hit with excellent results. The 68th put up eight A/C for this mission. The only flak encountered was over the target, and it was moderate and quite accurate. There were no losses experienced. Target number two for the day was another Military Installation located at Fescamp, France. The bombs were dropped by PFF with no results being observed. The 68th sent up two A/C on this mission. This one was considered a "milk run" because no EAC were seen and no flak encountered. However this was another long day for the line. We were up at 2:00 a.m. and, without any major damage from either mission, we were able to call it a day about 11:00 p.m. However, Headquarters woke everyone at 4:00 a.m. to perform an immediate inspection of all personnel. Roads and Sites were guarded until all noses were counted and recognized. For some time now we have compiled an excellent record of no combat losses. We are all hoping this will continue for a long time.

Sgt. Staflambam returned from DS.

**28 May 1944  
ZEITZ, Germany**

The oil plants located here were again attacked by the 44th with excellent results. Captain Gildart was Lead Pilot of the second squadron, made up mostly of the nine planes of the 68th squadron. The 506th squadron lost one A/C to the slight but accurate flak that the formations experienced. There were no EAC encountered. Lt. Gurman in A/C 42-110045, *THE BANANA BARGE*, went down and the entire crew became POWs. This plant produces about twenty-five percent of all Germany's synthetic oil and it was hit squarely.

Cpl. Felix Wachowski was reclassified to MOS 405. Cpl. Roy N. Potter returned from DS. Lt. Joseph A. Higgins transferred to the 389th Bomb Group. James A. Chandler was reclassified to MOS 901.

**29 May 1944  
POLITZ, Germany**

Again, the oil industry of the German war machine came in to the target picture of the Heavies of the 8th AF. The 44th hit these refineries with fair to good results. Lt. Charles Kuch was Lead Pilot of the second squadron, of which the 68th had eight A/C. On the bombing run, the Group experienced some very determined attacks by FW 190s. Approximately

fifty EAC made attacks and, as a result, nine of them were destroyed and two damaged. The gunners of the 68th claimed two as destroyed. Sgt. James Fick destroyed one ME 109 and Lt. Eugene Kinal destroyed another ME 109. Two gunners were wounded in these attacks. Flak was encountered over the target in a fairly inaccurate moderate heavy barrage type. One A/C from the 68th was lost to these enemy attacks.

A/C 42-73500 F, MACR 5218, had the following men on board when it landed in Sweden:

P	1st Lt. Frank L. Foy Gastoria, NC	0-803177
CP	2nd Lt. Robert A. Brown New York City	0-547405
N	1st Lt. Samuel I. Berkowitz Wilmington, DE	0-695857
B	1st Lt. Ellsworth P. Rowinski Passaic, NJ	0-668782
E	S/Sgt. Ziggy L. Kozlosky Quecreek, PA	13084282
RO	T/Sgt. Oscar B. Underwood Fries, VA	33532304
WG	S/Sgt. Kenneth M. Fick St. Charles, MN	37549574
WG	S/Sgt. Phillip J. Fanning Arlington, MA	11082349
TG	S/Sgt. Dean H. Spurgeon Los Angeles, CA	39552176
RO	S/Sgt. William F. Carnell Philadelphia, PA	33169697

Carnell was from the 67th squadron. Crew was interned in Sweden.

The crew provided the following information:

Take-off was at 0809 hours; departed English coast at 0956 hours at 10,000 feet. Crossed enemy coast at 22,000 feet at Tonning.

Our ship was attacked by fifteen ME 109s at approximately 1245 hours. These attacks came from 12 o'clock on through to 3 o'clock; they pressed their flight through the formation behind us. We spotted the fighters just before our IP, which was the southwestern part of Stettin Lake. This was at 1156 hours. FW 190s were attacking two formations ahead of us at 12 o'clock.

When we turned in on the IP, we spotted fifteen of our P-51s, who immediately went down on the deck, engaging in dogfights. The

next time we saw EAC was at the time we were attacked. Then, on our way out, eight P-38s covered us over Denmark while on our way to Sweden.

Our #4 engine was knocked out by EAC. Our left rudder was hit by 20mms, leaving a hole two inches in diameter. 30 cal. slugs came through the right side of the cockpit, striking the radio jack box and injuring Lt. Foy in the back of his head, which bled freely. One 20 m.m. exploded in the tail section, damaging the control cables as well as the parachute of the tail gunner, Sgt. Spurgeon. Another engine, as well as a wing, was damaged.

We dropped out of formation and straggled behind, deep in enemy territory. We were alone for about twenty minutes; at 1315 hours we decided to head for the nearest friendly territory. There was a headwind on the way back to England, which would have given us a very slow ground speed. We were about fifteen miles south of Gedser.

Our nose gunner, Sgt. Fick, claimed one ME 109; top turret gunner Ziggy Kozlosky also claimed one ME 109. Tail gunner Spurgeon verified both of these kills, and claimed another Me109G for himself. We saw three parachutes come out of these EAC. Our right waist gunner took some photographs, but the camera was later jettisoned; the left waist gunner claimed a probable. All of this took place around 1156 hours.

On our way to Sweden, our bomb sight was destroyed and thrown into the water. Our IFF was detonated; carpet was jettisoned into the Baltic. Most everything else possible was jettisoned.

The Swedes reported that this A/C landed at Save Military Air Field, just outside Tothenburg. It had been sighted by Swedish fighters above the town of Halmstad and was forced or led to Save. On the 29th of May, 1945, this same A/C was brought back to England.

42-50381  
We had one man killed on this mission: Sgt. Charles E. Williams, Engineer with Lt. Joy Smith. Two gunners from the same crew, Sgts. Ross Fenner and Kenneth Sprowl, were wounded. Sprowl provided the following regarding this day:

I guess I spent a number of years getting rid of many unpleasant memories. Some of them have haunted me in various ways.

This mission on the 29th of May was my sixth, flying under Joy Smith as pilot. We were attacked by ME 109s and this particular one came in at about 2 o'clock, nearly level, firing at us with his cannons. A 20m.m. round came in over my head and struck the top turret, exploding. The seat gave way and Sgt. Williams fell from the turret to the flight deck, very seriously wounded in the small of his back. Burns and I attempted first aid, using sulfanilamide powder and compresses. But Chuck died shortly afterwards.

I had received some flak fragments in my scalp, so Burns attended to me. I was taken to the waist and instructed to sit in the corner of the waist at the rear bulkhead of the bomb bay until we got back to base.

I had an unusual attachment to Chuck Williams. We were very close friends. He taught me to play cribbage, but he was always the winner.

Sgt. Carlos Collins transferred to the 66th Squadron.

30 May, 1944

#### ROTENBURG AIRFIELD, Germany

The 68th put up nine A/C to attack this airfield. Captain Gildart was the Lead Pilot, while Major Lehnhausen was Command Pilot on this most successful mission. The strike photos show excellent coverage of the target. Moderate, fairly accurate flak was experienced with one A/C of the 68th receiving category "A" battle damage.

In the past few days we have had two men finish their tours as privates: Pvt. Patrick Commisa and Pvt. Kenneth Dropek. Commisa was busted for returning late from a pass, and Kenneth violated mail censorship. He mailed a letter to a friend which unintentionally revealed too much. British censors mailed it on to ETOUSA Headquarters. Sgt. Vernon Wells and Lts. Michael Mungovan and James Rossman also finished up a few days ago. Lt. James C. Williams went on leave of absence for ten days. Lt. Max Zuckerman, and Sgts. Bernard D. Creedon and Michael Tarzia all completed their tours today.

We have been observing Retreat Ceremonies here for the past few weeks. When the cannon goes off, the British people think it strange to see men hop from trucks, bicycles, etc., to stand at attention and salute.

## The Invasion

31 May 1944  
BRUSSELS, Belgium

This mission had to be abandoned due to bad cloud conditions at the target. The Marshalling Yards were the intended target for today. The 68th put up nine A/C for this mission. Meager and inaccurate flak was met, but no enemy attacks were encountered.

With most of the men gathered in the site to answer pay call, Lt. Hamlyn, flying a Mosquito, put on quite a show. He buzzed the site four times. Any closer and he would have taken the rust from the Squadron Hdqtr. Nissan hut. We now have four .50 caliber guns installed on each side of our Site—each squadron likewise. Other guns are at strategic points around the Base. With these, every man in the outfit is in the defense platoon, the A.A. guns of the regular defense set up, or the Commandos. We have ample protection against paratroopers—I hope.

Lt. Homer E. Brown completed his tour. Lt. Leon L. DelGrande transferred to the 93rd Bomb Group.

The month of May was a most successful month for the 68th. Of one hundred and sixty nine airborne A/C, operational sortie credit was granted to one hundred and sixty eight. Of the twenty one targets that were attacked, five were hit with excellent results, six with good results, two with fair results, five with unobserved results, and three had to be abandoned due to bad weather. The enemy was very determined on many of these missions and paid with the loss of six destroyed and three claimed as damaged by the gunners of the 68th. Our attacks were not without some losses: thirty A/C received battle damages from fighters and flak, one A/C and crew was lost due to enemy action (believed to have landed in Sweden, however), and one other A/C was so badly crippled that it crash-landed at an English base, damaged beyond repair. Personnel losses for May were fifteen men. Four men were wounded in action. The squadron was either Lead Squadron or one of the personnel was Lead Pilot on nine different occasions.

Target summaries for May: emphasis seemed to sway back and forth between oil refineries (hit on three occasions) and Marshalling Yards, (hit four times). Airfields were hit six times, and Military Installations in France were hit four times. On two occasions, German cities received the bombs of the squadron with unobserved results. There were four other missions planned for May, but scrubbed when weather conditions made operations out of the ques-

tion. All in all, there was much accomplished during this eventful month. It can easily be seen that the climax is nearing. Let it come!

Some of the men who joined the squadron this month were:

Harold A. Barnes, Glenn L. Barr, Norman P. Bergh, Bizonell, Blasable, John J. Borah, Brackett, Brantfort, Bailey O. Breedlove, Richard M. Breon, Russell F. Brott, Richard M. Brown, Robert C. Burns, Walter D. Campbell, John S. Chwarzinski, Charles J. Clark, Alanzo Collins, Jacob T. Elias, Elstad, Hal D. Farmer, Benjamin D. Ford, Delmar J. Fox, Charles C. Gayman, Harold W. Hanson, Robert D. Harvey, Clair W. Hill, Jr., John H. Hilton, Joseph Hofkin, Robert C. Knablein, John M. Kohler, Murray Kramer, Ignatius P. Krzyzewski, Frank W. Kunath, Jr., Kustomage, Mathew Ogozalek, Padgett, Parl, Piano, Grover O. Powner, Leo K. Remkes, Reubin C. Ricketts, William G. Ritter, Nicholas Rizak, Jr., Anthony Ross, Rufkin, Nicola C. Rutigliano, Thomas F. Ryan, Jr., Theodore L. Sassano, Morris H. Schafer, John H. Shelton, Signest, Arnold R. Simonello, Sims, Smith, Kenneth C. Smith, Staflambam, Arthur A. Steinke, Robert A. Tarleton, Arthur J. Thayer, James R. Trudeau, Fred G. Tucker, Joseph E. Wawerna, Francis R. Wiggins, J. Williams, Frank W. Woodlock, William A. Young, Jr., Charles Zitkowsky.

PELTO, JOHN C - TO ZOI 5/22/44



A.V. Larson's Crew, Front Row, left to right: Gerald King - Engineer, Frank Manning - Waist Gunner, Arnie Larson - Pilot, Robert Weber - Navigator, George Moyle - Bombardier, James Wilson - Co-Pilot.

Rear Row: Reginald Ferguson - Waist Gunner, Jim Hom - Tail Gunner, Milo Burkes - Belly Gunner, and Absolam Kelly - Radio Operator.



JUNE 1944

The planners of Operation Overlord—the invasion—were debating how best to use Allied air power in the weeks remaining before D-Day. A ticklish matter of national pride had to be resolved first. Eisenhower insisted that overall control of the bombers—British as well as American—should reside with him as Supreme Commander. The RAF, reluctant to yield up the independence of its Bomber Command even temporarily, opposed the idea, and was firmly backed by Churchill. But according to Eisenhower's aide, Captain Harry C. Butcher, Ike threatened to "go home," and the Prime Minister quickly caved in. Eisenhower took over the direction of both U.S. and British bombers, though in using the aircraft he actually relied heavily on his British deputy supreme commander, air chief Marshal Sir Arthur Tedder.

The issue on how to employ the bombers most effectively stirred far more contention, and this time the split was not along national lines. Spaatz and Harris were in agreement in proposing to continue day and night bombing against Germany, and they were opposed in the debate by advocates of what was called the Transportation Plan. This plan was to cripple the main lines of communication, and at totally disrupting German traffic. The principle targets were marshalling yards and repair centers. Their destruction, proponents argued, would create "a railroad desert" around the intended Allied beachheads in Normandy. Churchill went to Roosevelt but the Transportation Plan held and was eventually put in place. The Fifteenth Air Force did not come under the new plan, so they could continue the plan of eliminating oil supply to the Germans. Altogether the Air Force flew two hundred thousand sorties in direct support of the impending invasion. By the beginning of June, rail traffic in France was near chaos. All raids were carefully calculated to mislead the Germans on the exact site of the invasion. A separate air campaign was launched against the V-1 sites on the French coast, thus delaying the V-1 effort; the Allies were ashore a week before the V-1 sites were usable.

On D-Day itself—June 6, 1944—the Allied air forces put on a show that overshadowed all that had gone before in the skies over Europe. During the 24 hours of D-Day, more than eight thousand bombers and fighters—the smaller planes had their wings and fuselages painted with bold stripes for quick identification—flew nearly fourteen thousand seven hundred individual sorties. The planes pounded coastal gun

batteries, dropped airborne troops, towed glider-borne men into battle, flew protective cover for the seaborne invasion convoys, strafed German troop positions, and patrolled over the Normandy beaches.

The destructive work was so thorough that the German 2nd SS Panzer Division took 17 days to travel the 450 miles from southern France to the fighting front, and many of the German troops had to make their way to Normandy on foot.

This was the most important month in the annals of military history!

The future has been partially written with the passing of this month of June. It would be folly to claim that air-power alone won the war, but it CAN be said that this month could not have seen the passing events as they were without air-power. A story in reverse might have been written were it not for the air superiority of the Allies. The month of June found the famous 44th Group playing a very important role in "the greatest show on earth" when it completed twenty-nine accredited missions during this month. Most of these missions were of a tactical nature rather than strategic.

1 June 1944

The squadron was alerted last night but it was called off at 3:00 a.m. We were alerted again at 9:00 p.m., and we had a stand-by for the rest of the day. Nothing materialized due to inclement weather—cloudy and overcast with light rain.

Last night at approximately 2:30 a.m., bombs were dropped at Hethel. There were terrific explosions and our Nissan hut fairly rattled. Sgt. Lee got up and ran into our air raid shelter nearest his hut. He was clad only in his underwear and stepped in two feet of water. There were flares in the sky in the direction of Cambridge but I was unable to find the cause of them.

We have heard that Lt. Berkowitz may have been killed. He was the navigator on Lt. Foy's crew that went down in Sweden. The Group received a radio message from them stating they had no navigator. It seems he bailed out or was killed. *NO-OR RETURNED*

*BR 10/28/44*

2 June 1944

~~BERT CURMEL, France~~  
*BERCK - SUR-MER*

This target on the coast of France was hit with unobserved results, Merie Place and St. Aubin, France,

## The Invasion

6 PFFS  
87 (87 Squadron)  
DX TOTAL

were attacked by two squadrons on the first named target and one squadron (68th.) on the second target. The first target was hit with excellent results by one of the attacking squadrons and poor results by the other squadron. The 68th hit their target with poor results. Both of these targets are defended localities in France. Nine of the twelve A/C put up by the 68th were damaged by flak, but no casualties resulted. Over a thousand planes from the 8th AF gave the area its largest raid of the war.

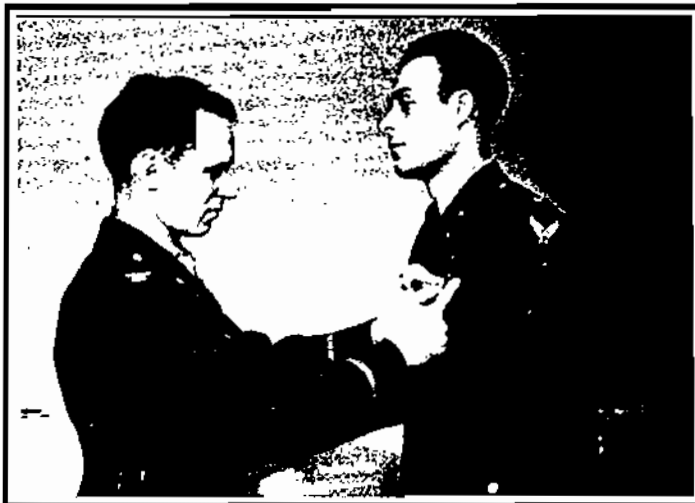
Part of the entire guard duty now in force is provided by combat men pulling guard duty after flying a mission. This means some men may go on a mission to bomb Berlin then come home to pull guard duty that night—pretty rough!

3-5 June 1944

Sgt. Percy Hilty, who volunteered for another tour in exchange for a 30 day furlough, finished up while waiting for his furlough. Sgt. William Ploense is already in the States on that basis. Sgt. Hilty says as he sweat his last mission out, he wore a flak suit and helmet for the first time. He originally volunteered for combat from his ground crew job. He came over on the Queen Mary with the squadron.

Sgt. Robert G. Pierce completed his tour of operations.

We received two new crews on Friday, June 3rd. Lts. William D. Smythe and Benton W. McGinnis were promoted to captains. Cpl. Anton Bauc was awarded the Soldier's Medal today. Sgt. George



Colonel Gibson with Max Zuckerman - Navigator  
Completed his tour on May 30, 1944

McAlister was transferred to the 66th Squadron. Captain Harold L. Slaughter, who has finished his tour, was transferred to the 448th B.G. Lt. William M. Averill left yesterday for the States on a thirty day furlough. He is to return to this squadron.

H. SUNE  
About 5:30 p.m. we noticed several B-24s coming towards the field, scattered at about 2400 feet. We could tell one was in trouble, smoke trailing out of one engine which had a feathered prop. Suddenly it turned over and went down in a tumble. It was from North Pickham and carried a full crew, who were returning from a mission. The plane carried a full load of bombs, which were not dropped due to inclement weather. Our crash-crew responded and began working on it, when suddenly a 500 pound frag bomb exploded from the excessive heat. One of our crash-crew men was killed and others severely injured. The entire combat crew was killed.

Two June 5th  
Yesterday our ground troops entered Rome. This a.m. all crews were up early and briefed; ships were ready for take-off. Then the mission was scrubbed. About 11:00 a.m. we were alerted; later, that was also scrubbed. Then presentation of awards was scheduled; that also was scrubbed. At 4:30 p.m. several passes were issued to men who returned at 5:00 p.m. and said M.P.s would not let them past the gate. This appeared strange—there was no official word of a restriction. We had a big inspection scheduled for tomorrow a.m. as General Hodges was to inspect the base. Later in the evening, we were informed of an alert for a big mission. Everyone was given the impression it was going to be something big. We in the 68th were to have eighteen ships ready and the other squadrons were to have a like number available. This would indicate that 70-75 of the field's 90-95 ships were scheduled. Ordnance started to work early on the bomb loading, Armament on the guns, and Mechanics on the ships—and everyone else on most everything else. Later in the barracks there was considerable speculation regarding tomorrow. Could it be the big day? Pro and con, each had an opinion. So we will soon know.

On the 4th we had a stand-down; no mission scheduled. Heavy clouds and light rain and a terrific wind, which made it quite cold for a summer's day.

Lt. Herman S. Pitchon, who was on a Jewish Holiday in London when Lt. Altemus went down, was transferred to the 93rd B.G. (for staff work only), on May 21st.



## The Invasion

I just found out Lt. Robert J. Billingsley was wounded in the leg on the same day Sgt. Williams was killed. He was up and around, but limping. Sgt. Archie Barlow of Lt. Howingtons crew—one of the four ships that went down over France on January 21st—returned to the squadron today. He escaped from France.

6 June 1944  
INVASION!!!

This day brought the news the whole world had so long awaited. Defended localities were the objective of the 44th Group. The 68th sent up ten A/C. St. Laurent Sur Mer, and Colleville Sur Mer, France, were the targets that were hit; the results were unobserved. Neither flak nor EAC were encountered. At long last the INVASION was under way, having followed these air blows with precise timing. Everyone was anxious to make a flight on one of the missions being flown this day, in order to see first hand the biggest armed event in the history of man. However, not everyone had the chance to go. On the second mission of the day, the 68th sent up six A/C with the Group to hit another defended locality at Foret De Cerisy, France. Captain Charles F. Kuch was Lead Pilot of the Group and Lt. Robert A. Edmonson was Deputy Lead. There was no flak or EAC encountered. No bombs were dropped due to 10/10th cloud coverage in the target area. The third mission on the same day was flown to Vire, France by eight A/C from the 68th. Lt. Charles D. Peretti was Deputy Lead of the second squadron. The bombs were dropped with unobserved results due to 9/10 to 10/10ths clouds. Again, no flak or EAC were met. Needless to say, the ground personnel were really "on the ball" to have been able to send up three large missions on the same day. It required a lot of hard work, but it was done without any trouble. Missions four and five were scheduled but later scrubbed.

Allied paratroopers were landing between 1800 and 1830 hours in northern France. Large naval forces also participated in softening up the beach head.

Combat crews say they had never seen anything like it, when the clouds opened up and gave them a glimpse of what was going on in the English Channel: thousands and thousands of all kinds of boats, boat transport warships, etc. Infantry men on the beaches looked like pin points moving about.

General Johnson led the 8th AF as Command Pilot of the 44th Group. Major Lehnhausen made the



Colonel Lehnhausen with Don Craney - Pilot

second mission, and fifteen men of the squadron made their last mission of the war today.

Tom S. Parsons recorded the following in his diary for this day:

After briefing, we went to the planes (which were already lined up for us on the perimeter), and as soon as time came, we took off. Of course, a great amount of difficulty was encountered in making formation since it was very dark (about 2:30 a.m.) and there was a terrible overcast. On top of that, Gerry and Read, not having returned from town (Norwich) in time, were replaced by a navigator and a nose gunner from the Peretti crew; this seemed to further complicate matters. So, as a result, while trying to find the formation, we crossed a little too close under another plane and, due to a sharp updraft, we ran into it. However, the only casualties were a mangled fin and rudder (right) and ten sets of jangled nerves, so we got out of it lucky. Finally, we made formation (of a sort, since there were six different groups represented in our little formation alone); and took off for the target. Since we were the first formation to bomb the invasion coast, I thought we might have been lucky enough to see the landing of the troops, but the overcast was so thick that all I saw was a few bursts of shell fire along the coast line before we dropped our bombs. From here on in the going was very smooth, (although extremely tiring) and, although Don says he saw a few rocket shells being fired at us, there were no fighters or flak at all. We landed at about 12:00 noon, only to find that we were alerted again for 5:00 p.m. So

*McClem  
CANNETT, D*

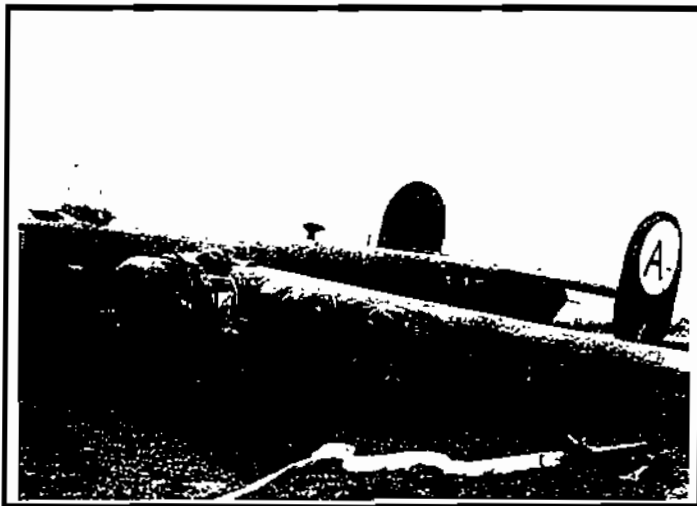
*shepherd 2*

*As was in the first mission of the 68th in the 6th of June  
4 missions were flown  
175  
OF SIX We*

## The Invasion

as soon as we returned to the barrack, listened to the news broadcast, and talked with Parson's crew, (who pulled the second shift) we hit the sack and fell asleep immediately. At about 5:00 p.m., we were aroused and sent to briefing once more (although I managed to sneak a bit of chow in this time). We were told that our afternoon target was a vital communication center at Vide, about 20 miles behind the lines. As soon as we had gone to the drying room and collected our flying clothes, we went out to the plane, (U-892) the same one we flew this morning, (with a new rudder) and before long we were in the air again. This time we carried a load of 500 lb. G.P.s, (twelve of them) but they did us little good, since after flying all the way over there, we didn't drop them. I still don't know quite what the matter was, since we (our formation) made three runs over the target, but everyone brought their load back nevertheless! It seems that the squadron leader was mixed up some way. At any rate, we did finally get a chance to see the invasion, and, although what we saw was certainly not very clear, it was pretty evident (by the smoke, etc.) that our boys had cleared the sandy beach and were at least seven or eight miles inland. The harbor was cluttered with all types of naval vessels, from landing barges to heavy cruisers (several of which were still firing on shore installations) and the beach itself was full of landing barges the men had used this morning. But now it's 1:30 a.m. (really June 7th) and I am more tired than I have been for a long time--so until later!!

Vide



Aircraft 41-29538 crashed on take-off, March 23, 1944 on a trip to Osnabruck, Germany. Salvaged at the base.

7 June 1944  
LISIEUX, France

A road, a highway, and a railroad check-point were our targets for today. The 68th sent up eight A/C with the Group and the target was hit with good results. Captain Ben Gildart was Lead Pilot of the second squadron and Lt. Harold C. Morrison was Deputy Lead of the second squadron. Again no flak or EAC were encountered. Everyone is asking "Where is the LUFTWAFFE?"

The weather has been extremely disappointing. The sky has been overcast since invasion day and I am surprised to hear of the excellent progress being made by the ground personnel, despite this handicap.

8 June 1944  
ANGERS, France

A railroad line and a junction with round-house facilities were hit with good results by the Group. The 68th sent up six A/C on this mission. Again, neither flak nor EAC were encountered.

The surprise of the invasion is the progress being made, in spite of weather that is far from suitable for flying. Our troops are reported at least ten miles in and still pushing. Beachhead positions have been consolidated and the High Command reports everything O.K. We have a new ruling for combat men to the effect there is presently no such status as tour of missions completed. This means that those who have finished during the emergency and those who were finished prior to it, and were awaiting orders, are considered available for combat. However, there is no grumbling. Indeed, every man on the field is more than willing to do any work on any job, big or small.

Sgt. Thomas M. Tate, who finished earlier, was transferred to 8th AF Station 113 today. Lt. Michael J. Mungovan and Lt. Frank G. Shea, who both had finished up in May, were transferred today. Mungovan went to the 491st B.G. and Shea went to 8th AF Headquarters. Also, Lt. Charles V. Krebs, Lt. Samuel L. McClendon, Lt. James S. Rossman, and Lt. Max Zuckerman (who have all finished up) were transferred to the 12th RCD on their way home. Sgt. John M. Scholl transferred to the 371st Fighter Group. Lt. Sam D. Williams was transferred to the 27th AT Group.

10 JUNE

W. J. D. 1944

**11 June 1944**  
**MONTFORT, France**

A number of targets were hit today; all of them were in support of the ground troops in France. A bridge was attacked with unobserved results, a suspension bridge was hit with excellent results, and a barracks area was also hit with excellent results. An airfield was hit with excellent results; this attack was led by Lt. Robert A. Edmonson of the 68th. Seven A/C from the squadron took part in this attack. For the first time this month, EAC gave challenge to our Group. Two attacks were made by sixteen EAC. There were no EAC claims and no flak was encountered.

**12 June 1944**  
**ILLIERS L'EVEQUE, France**

The airfield located here was hit, with fair results, by the 44th Group. The 68th put up twelve A/C. Captain Charles F. Kuch was Lead Pilot and Lt. Harold C. Morrison was Deputy Lead on this mission. Flak was moderate and accurate in the barrage box over the target area; ten of the 68th A/C were hit, two damaged to the extent of Category "B." No flak was encountered by the balance of the Group, nor did the Group encounter EAC on this mission.

Lt. Kuch was promoted to Captain today. Sgt. Jim Y. Hom, tail gunner, was released from the hospital where he recovered from pneumonia; he will be ready for combat in a few days. Sgt. Howard Getson transferred from the 50th Station Compliment. Lt. Wilbur C. Benjamin completed his tour of operations. Sgt. Robert G. Pierce went DS to 1287 M.P.

**14 June 1944**  
**CHATEAUDUN AIRFIELD, France**

This airfield was hit by the 68th squadron with excellent results. The 68th comprised the third squadron of the group, and was led by Captain Arthur S. Marcoullier and Lt. Charles D. Peretti (as the Deputy Lead). The 68th put up twelve A/C, forming the third squadron for this mission. No flak or EAC was encountered.

The following men were transferred from the 50th Station Compliment: Cpls. Lloyd H. Harper, Ted J. Morgenthaler, Gransville Munds, Gifford J. Riebold, and Pvt. Ross G. Sena.

**15 JUNE 1944**  
**LA FRILLIERS, France**

The 68th put up eight A/C with the Group for this mission today. Captain Charles F. Kuch was Lead Pilot of the second squadron and Lt. Harold Morrison was Deputy Lead. All the A/C placed 100% of their bombs within 200 feet of the briefed M.P.I. The bridge and rail approaches were hit with excellent results. Moderate flak was encountered, with two of the squadron's A/C sustaining minor battle damage. The Group met EAC attacks and one EAC was claimed—a 506th man. The fighter support was excellent. To illustrate how vast the 8th AF has grown, an excerpt from the Daily Operations Report is herewith quoted: "1528 heavy bombers (856 B-17s and 672 B-24s from the three Bombardment Divisions) were dispatched against a variety of targets in France, Belgium, Holland, and the Rhine Valley...." This does not include medium bombers, fighter bombers, and fighters. A total of two thousand fifty one A/C made sorties from England over enemy territory with losses of nine aircraft: five heavies—three fighters—one weather plane. Claims against the enemy were twelve destroyed, four probably destroyed and seven damaged. This is for the 8th Air Force only.

For the first time, V-1 buzz bombs hit London. The secret weapon of the Huns was at last revealed. Considerable damage was done, but the accuracy of the weapon is unpredictable, so targets are destroyed at random.

**17 June 1944**  
**BOURCES AIRFIELD, France**

This planned target was scrubbed and another one was selected: Melum Airfield, Germany. This airfield was hit, with unobserved results. The 68th sent up five A/C, with Lt. Donald H. Steinke flying Deputy Lead for the Group. Moderate, accurate flak slightly damaged two A/C from our squadron.

Sgt. Thomas J. Fresch, Radio Operator, boxed the 8th AF welterweight (145 pound) champion, in the City of Norwich at a "Salute the Soldier" show, and defeated him in a closely fought match. Fresch was the welterweight champion of the 2nd Air Division.

Sgt. Thomas H. Tomlin went on DS to Kirkham for two weeks. Sgt. Kenneth S. Dropek transferred to the 482nd Bomb Group. Sgts. Hilmer G. Lund, Kolster, and Michael Tarzia all went DS to the 1287 M.P.

## The Invasion



Joy Smith's Crew - Standing left to right:  
 BenPower - Navigator.  
 Joy Smith - Pilot.  
 David Barlow - Bombardier.  
 Ben Copper - Co-Pilot.  
 Kneeling - left to right:  
 Charles Williams - Top Turret.  
 Eugene DeWaters - Engineer.  
 William Latta - Waist Gunner.  
 Johnny Shelton - Waist Gunner.  
 Kenneth Sproul - Radio Operator.  
 Robert Burns - Tail Gunner.

Charles Peretti's Crew - Standing left to right:  
 John Mc Clane Jr. - Navigator.  
 Charles Peretti - Pilot.  
 Burr Palmer - Co-Pilot.  
 John Warga - Bombardier.  
 Kneeling:  
 Domenick Cannetti - Waist Gunner.  
 Richard Stamper - Tail Gunner.  
 Otto Freeman - Waist Gunner.  
 Paul Corlew - Engineer.  
 John Sneider - Radio Operator.  
 Missing is Charles Alexander.



Roy Bogg's Crew - 1st Row, left to right:  
 Roy Boggs - Pilot.  
 Joseph Vanacek - Co-Pilot.  
 William Trageser - Navigator.  
 John Sutton - Bombardier.  
 Standing 2nd Row:  
 Salvatore Carlonza - Gunner.  
 Peter Burdarf - Radio Operator.  
 Dante Digiacinto - Gunner.  
 Louis Tebbe - Nose Gunner.  
 Samuel Holdren - Tail Gunner.  
 Joy Rehmel - Engineer.

18 JUNE 44?

## The Invasion

### 19 June 1944 AUTHEAUX, France

Military Installations were bombed, with unobserved results, by eleven A/C from the 68th squadron, which represented the entire 44th Group. Lt. Robert A. Edmonson was the Deputy Lead in this GH mission. Moderate flak of fair accuracy was encountered over the target area; one A/C was slightly damaged.

### 20 June 1944 POLITZ, Germany

The 8th AF made a deep penetration into Germany to bomb the oil refineries at Pöhlitz today. The 44th Group dispatched three squadrons against the target, all three hitting the target with excellent results. Captain Arthur S. Marcoullier flew Lead on the third squadron and Lt. Robert A. Edmonson flew Deputy Lead. Eight A/C of the 68th sustained category "A" battle damages, two category "AC," and one A/C was lost to enemy action. Seven EAC attacked the 44th, although about sixty were seen. No claims were made against the enemy. There was considerable flak experienced by the whole Group over the target area. The fighter support was excellent and the weather was good.

A/C 42-94892 U, *BATTLIN' BABY*, MACR 6149 had the following men aboard:

P	2nd Lt. Richard I. Keller Selma, CA	0-812607
CP	2nd Lt. Kenneth E. Wilt Cape Charles, VA	0-819238
N	2nd Lt. Lionel E. Gautreaux Thibodaux, LA	0-706925
B	2nd Lt. Leon R. Dudzik Whiting, IN	0-689534
E	S/Sgt. Harold M. Ferrara Brooklyn, NY	32703474
RO	S/Sgt. William A. West Collingswood, NJ	32752930
WG	Sgt. Lloyd W. Gilbert Alexander City, LA	34708051
WG	Sgt. Harold E. Pucket Barnum, WI	36294272
TG	Sgt. Frank C. Frantzen Bronx, NY	32887729

The entire crew was interned in Sweden. Later all except Ferrara returned to base.

The MACR states that at 1001 hours, Lt. Keller's A/C was reported to be hit by flak in the vicinity of Pöhlitz. He called on channel A of VHF, after bombs away, reporting that he had sustained considerable damage, that one engine was out, and that he was heading for Sweden. He did not need assistance and requested that someone notify his wife.

Sgt. Harold Ferrara, engineer, provided this information:

We were on the bomb run when we were hit. A flak burst knocked out the electronic control for the turbo superchargers; all four waste gates went into the open position. This, in effect, put us in low blower with no power. With the bomb-bay doors open, a full load of bombs, and no superchargers, it was like we hit a stone wall. We continued on the bomb run alone as we could not keep up.

After bombs away, I tried to close the waste gates with a spare amplifier, but had no luck. We also had fuel cell damage, so getting back to England was impossible due to the lack of fuel. The only crewman hit was Sgt. Harold Puckett, waist gunner.

All of the crew left Sweden after only a short stay. I was retained for thirteen months as I had B-24 training at the Ford Plant and the Swedes wanted my experience in repairing all those airplanes. At war's end, I flew as Co-Pilot for six or seven trips between Sweden and England, helping to return many of our A/C. *BATTLIN' BABY* was one of those planes that was returned on June 19, 1945.

A second mission for this date was made against some construction works which were to be hit in the Pas De Calais area, but clouds prevented the necessary pinpoint bombing. The 68th sent up four A/C with the Group. Three 68th A/C sustained damage of a minor nature. Flak was moderate and accurate.

### 21 June 1944 GENSHAGEN, Germany

The Daimler-Benz Motor Works, twenty miles south of Berlin, was to be hit, but bad weather prevented visual bombing, so Berlin was hit with unobserved results. The Group met with stiff enemy resistance, both in the air and from ground defenses. Of the twelve A/C the 68th sent up, four were damaged category "AC," two category "B," four category "A," and one category "E." Lt. Charles D. Peretti was Lead on the second squadron with Lt. Harold Morri



Colonel Dent with Arthur Ruhl - Gunner  
Completed his tour on April 1, 1944

son as Deputy Lead. Of the thirty-six A/C sent on this mission by the Group, twenty-five received battle damage. The enemy sent up four ME 109s to give fierce resistance; they were driven off by fighter support, but not without hits being made. Flak was intense and accurate, in barrage type, over the target. Some rockets were also encountered, but their effect was of little value to the GAF.

Jim Hewett, navigator with John "Andy" Anderson's crew recalls this mission:

This was our fourth mission and we were flying one of the group's oldest B-24s (designated by the letter "S"; the pilot and the engineer had a four-letter word for it). Apparently it consumed more fuel than normal when held at formation speed.

Our primary target was the Daimler-Benz Motor Works (armored tanks) at Genashagen, south of Berlin. But because of clouds below covering the area, which ruled out visual bombing, the drop was made on Berlin using the PFF method.

Flak was heavy, but the lead bombardier executed good evasive action and our plane, at least, suffered only moderate damage. My astrodome was shattered and there were quite a few holes in the bomb bay, but no injuries to the crew.

However, on our return, just north and west of Hamburg, we lost 5,000 feet of altitude because two engines ran out of fuel. On the intercom I heard some discussion among the pilots and the engineer about "fuel transfer,"

which I didn't understand. Of course, we fell out of formation; the gunners stood by, poised, and along with the rest of the crew, "sweated out" the ever-pending attack by German fighters.

Now that we were out of formation, the navigation was up to me. There was less cloud cover below than at the Berlin area; by pilotage I was able to get over the west coast of Denmark. Then it was decision time. Because of the critical fuel situation, should we go down in Denmark or Sweden, or try to make it to England?

I gave Andy, 1st pilot, my calculated ETA for Shipdham. No doubt Andy, with Young (co-pilot) and the engineer (Babin, I think) estimated the hours of fuel remaining. On this basis, it was decided to go for England.

I gave Andy a heading over the North Sea on a line skirting the north shores of the Frisian Islands. The anxiety regarding a possible German fighter attack continued.

Navigation from Denmark over the North Sea was by "dead reckoning" using magnetic compass, air speed and the estimated direction and speed of the wind at given altitudes on flight routes (wind information was given to navigators prior to take-off).

As we approached England, there was the usual low-level layer of "cotton ball" clouds which allowed us to see the sea or terrain directly below, but not ahead. At my ETA to the English coast, we started looking down through the clouds—we continued seeing nothing but the white caps of the North Sea.

Because of the fuel situation, the co-pilot (Jeff Young) got out on the radio to the British (who were tracking us, using the secret "Darky" code word); they gave us a north-west heading; in a few minutes we were over the coast. (My stipulated heading to the coast was too southerly from west and we had been paralleling the shore line.)

Proceeding on the heading given by the British, we were soon over Rattleaden field where we made an emergency landing. As we taxied off the runway, one engine sputtered and died.

Shortly we were back to Shipdham, and the next day (June 22) we were off on another mission: thank goodness it was a "milk run" to Nucourt, a robot (buzz bomb) installation north of Paris.



**22 June 1944**  
**NUCOURT, France**  
**ST. CYR AIRFIELD, France**

Another DOUBLEHEADER today! A supply site for the "Buzz Bomb" installations at Nucourt was hit with good results. The 68th sent up seven A/C on this mission, two being slightly damaged by the fairly accurate flak encountered over the target area. St. Cyr Airfield, the second target (after being hit several times previously with poor results) was hit by the Group this time with excellent results. Captain Arthur Marcoullier led the attack. The 68th sent up four A/C, two of which were slightly damaged. Flak was moderate and fairly accurate.

Our troops have a semi-circle around Cherbourg which may fall within the next few days. Hope it does not prove to be another affair like Cassino in Italy.

**23 June 1944**  
**LAON/ATHIES AIRFIELD, France**

Two runs were made over the target to ensure a good bombing run. Eight A/C from the 68th hit the target with excellent results. Flak over the target was very accurate and very heavy. Two 68th A/C sustained category "AC" battle damage, and five were slightly damaged.

Lt. Charles S. Gordon finished up today. We have orders on Lt. Teitel, reassigning him to the squadron for possibly a week or so (the usual procedure on men who escape from occupied France), prior to his departure to the U.S.A.

We also got more good news today: Sgts. Walter K. Nealon, John E. Feeney, and Frank Hock, and Lt. Park A. Jones are prisoners of war. We had been told that their ship had exploded in mid-air and no chutes had been observed. We will have to wait for their return to get the true story.

**24 June 1944**

Most of the 44th were stood-down today, but the 66th dispatched two PFF ships to other Groups for today's mission.

Lt. Abraham Teitel returned to base. He went down last January with Lt. Sobotka and crew.

Lt. Charles S. Gordon completed his tour.

**25 June 1944**  
**DOULLENS, France**

A power house here (one of three targets bombed by the 44th today) was hit with excellent results. The Group dispatched thirty-six A/C. Abbeyville was hit by the 506th squadron with fair results, and Amiens was hit by the 68th with poor results (as a matter of fact, we completely missed the target). The 68th dispatched twelve A/C but one aborted due to personnel failure. Flak damaged four of our A/C. Flak action was meager but fairly accurate. There were no EAC activities. Major Lehnhausen flew as Command Pilot today.

Some of the ground personnel rode a few miles out from the base to indulge in hand grenade practice as part of the defense program.

**26 June 1944**

Lt. Clark just returned from London and described what he saw of two glider bombs. The Germans have been sending over plenty of these since D-Day and they have done considerable property damage. Many civilian deaths have occurred. In a military sense it seems useless, as their range is not over two hundred miles.

**27 June 1944**  
**CREIL, France**

The site of a rail tunnel and marshalling yard at Creil was the target for the 44th today. Seven A/C from the 68th were on this mission. Severe damage was sustained: one A/C, piloted by Lt. Arthur R. Anderson, landed without a nose wheel and sustained category "E" damage; three A/C with sustained "B" damage; two others had "AC" damage. Only one A/C of the seven we dispatched was undamaged. The flak was intense and accurate over the target. Three 68th men were injured by flak. The 506th squadron lost two A/C; one crash-landed at Manston, Kent, on the return. These two A/C were: 41-29496, piloted by Lt. Bernie Scudday, and 42-110082, *FUEDIN' WAGON*, piloted by Lt. James Tucker. This was the roughest mission in June so far. Of the entire Group, fifteen A/C were flak damaged. Five other A/C failed to return to base, having to land at various fields due to battle damage or fuel problems. Two of these were from the 68th. Sgt. Lloyd Allbright was wounded in the arm; we don't know at this time if it was serious. Two crew members were hit in various places but were saved from serious injury by flak suits.

Lt. Abraham Teitel went on DS to U.S.A.F. Headquarters.

Jim Hewlett remembers,

June 27, 1944—Criel, France (our crew's 7th mission).

This mission was to be a "milk run." The primary target was a railway marshalling yard, tunnel, and bridge. Soon we were to learn that it was not a "milk run." Our target apparently was a critical rail junction that the Germans desperately wanted to keep open for transportation of supplies to their troops resisting the Allied advance from the Normandy beach-head. The bomb run was upwind, which meant that it was slow (German anti-aircraft had time to "zero in"). The flak was intense and accurate, the worst our crew had encountered to date.

Two engines were damaged and the pilots feathered their props. The oxygen line was severed in my navigator compartment, with a fire erupting. My first thought was "bail-out time" and I fumbled frantically to unlatch the door from the bombardier's nose turret. (Otherwise, he [Jennings] would go down with the plane. He told me afterward that he thought, judging by the racket at the door, that I had been seriously injured by flak and was thrashing around in my small compartment in delirium.)



One of the 68th famous aircraft, 42-24225 FLAK ALLEY. Original Pilot, David Alexander and Original Crew Chief, R.D. Williams, flew Rome, Ploesti, Wiener-Neustadt. Lost over Gotha, Germany after completing fifty missions. Lost February 24, 1944 with Phillip Bell and Crew.

The fire which had erupted next to me was local and either I smothered it or it merely died out. So "bail-out" was no longer imminent.

By that time we had descended considerably (to alleviate the oxygen problem and because of the two dead engines), and we had fallen out of formation, heading back across the English Channel. The anxiety and the attempt at preparedness for an attack by German fighters was with us.

By then the plane intercom was busy from all quarters; we learned that no one was injured but that, besides losing two engines and oxygen, the hydraulic system had been shot out. This among other things, meant no brakes upon landing.

Then a crew member informed us that several American fighters (P-51s) were flying cover above us, which eased the tension somewhat.

As I understand it, had we not found it necessary to descend below the 24-25,000 foot level. As we left the target, the two functioning engines, combined with a gradual low-power descent, would have gotten us back to England with no mechanical concerns. However now, as we approached the English coast, the effort was to maintain flying speed at a relatively low altitude with only two engines. We probably would have not made it had the boys in the P-51s not led us to the nearest air field (Manston, Kent, in south east-England).

As we approached the field, Jennings and I left our positions in the nose of the aircraft—he, to the waist with the rear gunners and I to the flight deck with Babin (the engineer) and Vander Weide (the radio operator). We were in level flight now at about 500-1,000 feet "sweating out" the two straining engines. (The pilots told us later that they registered 55 inches of manifold pressure for a time well beyond the specified limit; from then on Pratt & Whitney was a sacred name.)

But we landed without brakes, and without the nose wheel down. For a time we rolled along the run-way; then as the nose started to descend, the pilots pulled the plane off and we skidded for some time in the turf, nose down, and finally stopped. We quickly found available exits and ran to clear the aircraft in case of fire—but there was no fire; we rejoiced that there were no injuries. The Manston people treated us cordially on our overnight stay and took us to look at the plane the next day. It, of course, had been removed from the run-way



area—but the crash landing had damaged it beyond repair. (The plane may have been from the 506th squadron.)

Within a day or so we were back to Shipdham, with our next mission to be on July 4th.

**28 June 1944**  
**SAARBRUCKEN, Germany**

The 66th squadron dispatched six A/C to lead other Groups on a PFF mission. Otherwise, the 44th did not fly today. It was overcast in the early morning followed by rain most of the day. This is the queerest part of the world in respect to the weather. The summer here practically consists of a few good warm sunny days and these people seem to be reconciled to it.

Men returning from London tell of the terrific damage to property and of civilian casualties caused by flying bombs. They claim you can see or hear one of them exploding wherever you go. The only statement issued by the British is that the "Germans sent over some flying bombs and caused damage and casualties south of the wash."

**29 June 1944**  
**MAGDEBURG, Germany**

Magdeburg was attacked by the 44th with thirty-six A/C flying in three squadrons. The target was bombed visually with fair to good results. Meeting the stiffest ground fire this month, the 44th Group had twenty-six A/C damaged. The 68th A/C had the following battle damage: three A/C with "AC," seven A/C with "A," and one A/C with "B." The 506th squadron lost two A/C and crews: A/C# 41-28829, piloted by Lt. Wescott, and A/C# 42-51181, piloted by Lt. Landahl. Both were hit by flak and were seen to blow up over the target area, where the flak was the heaviest. It was a mid-air collision; one A/C was hit by a large piece of flak causing it to crash into the plane next to it, locking both in a death-dealing crash. Eleven chutes were reported from the two planes. The target was an important aircraft factory.

Sgt. Michael Balazovich departed for the 12 RCD en route to the States. Sgt. Edward Bowden, who finished up last fall and returned to the States (and then returned to the ETO) was transferred to Station 113, 8th AF, which I believe to be in Ireland. The balance of his second tour will be spent there as an instructor.

**30 June 1944**  
**STANDOWN**

Drizzling rain and overcast all day.

Captain Harry A. "Bull" Durham is expected out of the hospital today or tomorrow. Sgt. Lloyd Allbright, who was hit in the arm and leg with flak a few days ago, can now wear an Oak Leaf Cluster to his Purple Heart; he also wears a Silver Star. Sgt. Robert G. Pierce (who also wears a Silver Star) has completed his missions and was transferred to the 492nd Bomb Group today. After ninety days he will return to the States. Captain Ben Gildart and Lt. Charles E. Cary also finished up and were transferred to the 489th Bomb Group. Sgt. Vernon L. Wells transferred to the 492nd Bomb Group. Lts. Herman S. Pitchon and Arnold V. Larson completed their tours.

With the close of the month of June, the 68th had one of the most successful months of operations since its beginning. It was, without doubt, the busiest month yet. The 68th squadron rolled up a total of 207 accredited operational sorties for the whole month. During the month of feverish activity, only one A/C aborted due to mechanical failure, and only two other A/C turned back (both due to personnel failure). A total of 82 A/C were damaged by flak and EAC action, which kept the ground crews quite busy. Strangely



Colonel Dent and William H. Barker - Navigator  
Completed his tour March 15, 1944

## The Invasion

enough, only three members of the combat personnel were injured by enemy flak or EAC. However, one A/C with a crew of ten was lost to EAC action. It is believed that this A/C made it to Sweden. EAC hit by the squadron gunners this month were very few: one probably destroyed and one probably damaged.

The record of hits and misses of the attacked targets are as follows: seven targets were rated as excellent results; five with good results; three with fair results; and one with poor results; six with unobserved results; and two that were not bombed due to bad weather. (These do not include the PFF missions flown only by the 66th squadron.)

The following targets were hit during June: One A/C factory, one marshalling yard, ten tactical targets in support of ground troops and the invasion forces, six airfields in France, three "buzz bomb" sites, two cities in Germany, and one oil refinery.

Some of the men who joined the squadron this month were: Zachary T. Addington, Elmer M. Alde-

man, James W. Allen, Milford W. Allen, John R. Anderson, Leslie J. Babin, Jr., Elvin L. Barnhart, Bena, Conrad R. Bettley, Jr., Charles E. Blatchely, Fred E. Blue, Jr., Donald M. Burkhead, Odis F. Carmichael, Philip L. Cartier, James F. Casey, Caston, Charles A. Crites, Kenneth D. Dagley, Sterling L. Dobbs, Richard Donald, Leon R. Dudzik, Richard R. Elliot, Robert E. Elstead, Harold M. Ferrara, Lauren A. Fisher, William J. Flood, John D. Foley, Reed B. Fouts, Frank C. Frantzen, Edwin R. Friday, Lionel E. Gautreaux, Howard Getson, Lloyd W. Gilbert, Robert E. Gjestrum, Harold L. Gulliver, Richard A. Haft, Lloyd H. Harper, James A. Hewlett, Leo J. Hoffman, Jr., John T. Jennings, Richard I. Kellar, Menos, Ted J. Morganthaler, Granville Munds, John W. McCabe, Edward C. McCandless, Phillip Nalbandian, Joseph J. Neidwich, Melvin E. Olson, Harold E. Puckett, Gilford J. Riebold, Laurence F. Rose, W.G. Schafner, Rose G. Sena, Kenneth R. Smith, Harry C. Stubbs, Erwin A. Summers, Robert C. Swank, Robert L. Taylor, Vernon D. Torkelson, Harold N. Turley, Daniel C. Valenti, Edward B. Vander Weide, William A. West, Gordon C. Woodland, and Thomas J. Young.

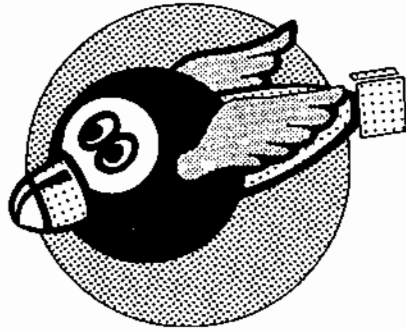


Trent Ackerman's Crew - Standing left to right:  
 Trent Ackerman - Pilot.  
 Shelby Turner - Navigator.  
 Lewis Graham - Co-Pilot.  
 Kneeling - left to right:  
 Rocco Cardinello - Engineer.  
 Maurics Welch - Gunner.  
 John Bogue - Gunner.  
 Sam Raulston - Gunner.  
 Homer Mackey - Radio Operator.  
 William Riker - Nose Turret.



42-95226, *CHANEL HOPPER*  
 Lost at Oberpfaffenhofen, Germany on July 21, 1944

CHAPTER V  
**THE FINAL PUSH**



## The Final Push



John "Andy" Anderson's Crew - Front row, left to right:  
 John Anderson - Pilot.  
 Thomas Young - Co-Pilot.  
 Leo Hoffman - Waist Gunner.  
 Not Identified - Waist Gunner.  
 Back row, left to right:  
 Richard Elliott - Tail Gunner.  
 John Jennings - Bombardier.  
 Leslie Babin Jr. - Engineer.  
 Edward Vander Weide - Radio Operator.  
 James Hewlett - Navigator.



Anderson's Crew on July 22, 1944 in "Hotel Restaurant Krone" in Appenzell, Switzerland soon after they had bailed out on raid to Oberpaffenhofen.

From left at table: Edward Vander Weide, Leslie Babin Jr., Richard Elliott (Obscured by Babin), James Hewlett.

Right from table: Harold Turley, John Jennings, Thomas Young, John Anderson.

(Those in background are Swiss).



The American War Cemetery in Berne, Switzerland where Leo Hoffman, Waist Gunner, was buried after his chute had failed to open. The cross with the black mark (center of picture) identifies his grave.

## CHAPTER V THE FINAL PUSH

### JULY 1944

The month of July found the 44th Group devoting most of their attention to targets in the heart of the Nazi war machine—Germany.

Out of a total of sixteen accredited missions for July, ten were directed against targets in Germany; the other six others were against German-held France. The types of targets ranged from marshalling yards, airfields, oil industries, ports, troop concentrations that were facing our invading forces in the Normandy area, and one mission concerning the heart of Nazism, its home: Munich. This town was hit twice by our forces, although we were briefed for it only once as a primary target.

#### 1 July 1944 STAND-DOWN

Lt. Warren J. Clark, who finished up March 28th but stayed on in Operations, was transferred today to the 12th RCD. He comes from Rochester, New York. Captain Harry "Bull" Durham came out of the hospital today after a tonsil operation. He looks and feels good. Cpl. Marshall F. Brockwell and Sgt. Albert T. Gillis were transferred to the 464th Depot today.

#### 2 July 1944 STAND-DOWN

Captain Charles F. Kuch has finished up but he continues flying missions. Colonel Dent, who is former Group Commander of the 44th, flew on a mission a few days ago and was seriously wounded by flak. It was rumored that he died, but I checked with Sgt. Mayer at the hospital; he is not dead, but still on the critical list. Sgt. Johnny Shelton, who was wounded in the neck by flak some time ago, is still in the hospital.

#### 3 July 1944

The first mission for the month, to Haute Oot Clangermont, was scrubbed.

Men coming back from leave in London tell of the damage caused by the pilotless bombs coming

from the Calais area and dispatched by the Germans. We hear that thousands of children have been evacuated by train from London to Northern England. During a memorial service in London, a direct hit on the church where the military services were taking place killed many and sent several hundred to the hospital.

The Crew of Lt. Quinton L. Torrel was transferred to the 66th squadron today, which includes Lts. Carl B. Parsons, Robert W. Ratdke, Morris S. Schaefer, and Robert L. Shaper; Sgts. Howard L. Abehouse, Clyde E. Fox, Edmund B. Griffin, and Melvin L. Paquette. Lt. Smith J. Meador, Jr. returned from Station 113. Lt. William A. Young, Jr. went on DS to 2nd AD Headquarters. Sgt. Gerald K. King completed his tour of operations.

#### 4 July 1944 BEAUMONT-LE ROGERS, France

We're celebrating our national independence day with plenty of fireworks—this target was hit with unobserved results. The 68th sent up eight A/C and all returned without having encountered flak or EAC. One A/C developed propeller trouble, and the crew, having brought the A/C back over England, bailed out before the plane crashed. The crew was uninjured in the jump and are now members of the "Caterpillar Club."

A/C numbers and Pilots were:

057 Q Lt. Ted L. Weaver  
170 G Lt. Harold Morrison  
101 E Lt. Robert Knablein  
049 A Lt. Charles U. Deurell  
966 W Lt. Joseph V. Principe  
805 J Lt. Charles C. Gayman  
226 C Lt. John R. Anderson  
544 T Capt. Charles F. Kuch

4124 = 1st Lt. B.L. SCHAEFER  
Lt. Morrison was Deputy Lead of the Second Squadron.

Lt. Benjamin Schaefer, (no sortie) aborted due to mechanical failure. This A/C developed propeller and engine trouble and was forced to turn back to England. The plane was in such condition that it was impossible to land, so the crew bailed out over Eng-

land; the plane crashed in an open field, causing little damage. No. 2 engine had begun to run away and the pilot could not feather it. The ship vibrated to such an extent that it actually shook; the crew didn't have much time to get out. ARC ambulances picked all of them up.

Sgts. Dale Stufflebeam, Frank Y. Ross, and William H. Seyler completed their tour of operations.

**7 July 1944  
BERNBERG, Germany**

A German aircraft factory was the target for the 44th. This mission was the roughest the 68th ever flew. Three A/C and crews were lost, five planes received category "AC" damages, and three received category "A" damages, out of a total of twelve A/C the 68th put up. Only two of our A/C escaped damage. The target was hit with good to excellent results on a visual bomb run. The GAF arose and gave battle. The Group claimed five destroyed, four probably destroyed and two damaged. The 68th claimed one destroyed and one damaged. Besides the three crews MIA, there were four combat men wounded in action, one of them seriously. In addition to bullets, there was moderate and accurate flak.

**A/C numbers and Pilots were:**

544 T Lt. Alfred D. Bonnet  
 098 B Lt. Robert A. Edmonson  
 966 W Lt. Ted L. Weaver MIA  
 035 Y Lt. Donald H. Steinke MIA  
 170 G Lt. James A. Wilson MIA  
 642 N Lt. Benjamin D. Ford  
 101 E Lt. Reuban C. Ricketts  
 643 S Lt. Charles D. Gayman  
 049 A Lt. Richard Donald  
 260 P Lt. Charles U. Deurell  
 156 R Lt. Joseph V. Principe  
 226 C Lt. John R. Anderson

Edmonson was Lead Pilot and Gayman was Deputy Lead for the 3rd Squadron.

**Jim Hewlett remembers:**

July 7, 1944--Bernberg, Germany (our crew's 10th mission). The target was a Junker's aircraft factory and airfield near Leipzig. Everything went smoothly until we turned off the I.P. and headed into Bernberg. Then approximately 75 ME 410s hit our formation, coming out of the sun. Our squadron lost three A/C. As

we proceeded to the target, we witnessed a true air battle. All around us B-24s were going down in flames. I could see thirty to forty chutes at one time--some of them on fire.

Flak was heavy over the target, which was well bombed by the formation, according to Jennings, our bombardier. Jennings also reported that he was sure he gunned down one ME 410. We returned to Shipdham in formation with minimal battle damage to our plane.

Lt. Charles R. Gordon destroyed an ME 410 while flying as bombardier on 260 P, and Sgt. Willie R. Loving damaged an ME 410 while flying as nose gunner on 098 B.

The following men were wounded in action: S/Sgts. Leo K. Remkes, George Belsky and Charles E. Banning. All were slightly wounded by .20 mm shells.

S/Sgt. Paul A. Luthman, right waist gunner, was seriously wounded in the leg by flak.

A/C 42-110035 Y, *ANY GUM CHUM*, MACR 7355 had the following men on board:

P	1st Lt. Donald H. Steinke Toluca, IL	0-807537
CP	2nd Lt. William A. Southern Staten Island, NY	0-886976
N	1st Lt. Duane E. Mitchell Grant City, MO	0-698751
B	1st Lt. Tom P. Hybarger Bracketville, TX	0-666673
E	T/Sgt. Fred A. Rich Los Angeles, CA	39276079
RO	S/Sgt. Jerome S. Malinowycz Elmer Heights, NY	32286655
WG	S/Sgt. Harold M. Rabb Point, TX	18218358
WG	S/Sgt. Charles M. Christian Rome, GA	14094288
TG	S/Sgt. Phillip G. Jones Galantine, IL	36726983
NG	S/Sgt. Edward K. Dunn New York City, NY	12126659

Mitchell and Malinowycz became POWs and the balance of crew was KIA.

The MACR states in part that this A/C was hit at 0928 hours by the first EAC attack on the formation at the IP. No. 4 engine was shot out and began smoking as the A/C went into a steep right bank. One crew reported that this ship crashed and no chutes

were seen. However, the entire formation was under a heavy attack, and most crewmen had little time for observations.

Lt. Duane Mitchell states:

I was on my 29th mission when we were hit by enemy aircraft between the IP and the target. Our plane received a direct hit, and we immediately went into a spin. I do not know how I left the plane, but I have always felt that the bombardier, Tom Hybarger, pushed me out of the nose wheel door. I remember trying to exit, but the spin was throwing the doors shut. Therefore, I feel that he held the door handles and pushed me out (I was badly injured). I regained consciousness while free-falling at about 4000 feet. I realized I had a badly broken leg and was paralyzed from my waist down. I made a delayed jump, opened my chute at about 800 feet, and slipped the chute to land in a small wheat field. I was knocked out again upon landing, and was out for some time.

When I came back to consciousness, I realized that I was badly wounded, unable to move my legs. So I removed my Mae West vest and waved it above the wheat in hopes of summoning assistance. In a short time I was captured by a group of civilians. They took me to a small village and placed me in a barn. After about eight hours, I was picked up by a military ambulance and taken to a German hospital, where I was given an anesthetic, my leg placed in traction. I was placed in a very small room with no windows, where I remained in traction for three months.

At Frankfurt, I was told that the rest of my crew was alive and I would see them when I reached a POW camp. However, I had been told at the small village by a German man and a young girl who spoke English, that all my crew were killed; they showed me pictures of them. These were the pictures we carried in our escape packs.

After three months in this room, I was placed in a long cast and transferred by train, along with a 1st Lt. escort, to the Dulag at Frankfurt. I had recovered from my paralysis during the three months.

From there, a group of wounded prisoners and I were shipped by train to a POW hospital at Ober Masfield. Here an American physician, who was a prisoner, reset my leg. After a few weeks at this hospital, I was sent to a POW hospital at Meinnigen, where I remained until liberated on April 9, 1945.



John Clark - Executive Officer

It was not until I arrived in New York that I learned positively that all my crew except Jerome Malinowycz and myself had been killed. I've tried several times to contact his family but have never been successful.

A/C 42-99966 W, *FULL HOUSE*, MACR 7353 had the following men on vboard:

P	1st Lt. Ted L. Weaver Idaho Falls, ID	0-693829
CP	1st Lt. Walter B. Shambarger Montpelier, OH	0-700998
N	1st Lt. Lawrence J. Platt, Jr. St. Paul, MN	0-706965
B	1st Lt. Robert E. Read Pittsburgh, PA	0-699567
E	T/Sgt. Joseph S. Gniadek Northridge, MA	31258858
RO	T/Sgt. Donald F. Fahey Kansas City, MO	37506294
WG	S/Sgt. Marvin L. Crouse Newark, OH	35631988
WG	Sgt. Stanley C. Nalipa Poland, OH	15324363
TG	S/Sgt. Lorin L. Voight San Francisco, CA	19186262

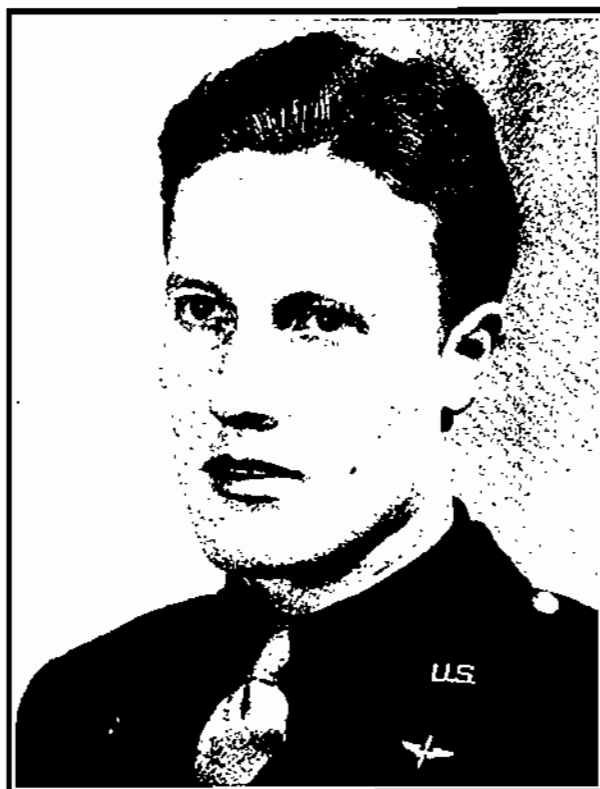
## The Final Push

Shambarger and Nalipa were KIA; the balance of the crew was POW.

The MACR for this aircraft states that hits were observed on three engines—#1, #2, and #4; all occurring on the first pass by the enemy aircraft at the IP. The plane dropped to about 15,000 feet and straggled behind the formation. It successfully withstood another attack by ME 109s and was last seen flying with another 44th ship (Wilson of the 68th in #170). Both planes were being escorted by two P-38s when last seen. This A/C eventually crashed near Valte, 8 km. north of Emmen at 1100 hours.

Ted Weaver provided his recollections,

July 7th 1944, we were on our 23rd bombing mission, which was to an airfield at Bernberg, Germany. I was flying high element lead that day and, just as we were making the standard 'S' maneuver to maintain position of close formation during the final turn onto the bomb run, we were hit by ME 110s coming out of the sun at 2 o'clock high. Between their exploding shells and the flak we encountered at the same time, we lost three of our engines and were able to feather only one of them. The other two



Sidney Bolick - Pilot

Interned at Friedrichshafen, Germany on March 18, 1944

windmilled until they froze up, consequently catching fire just before we abandoned ship.

Charlie Harrison had been wounded in the head by an exploding flak burst inside of our ship on a previous mission, so was not with us this day. Stanley G. Nalipa, who was flying substitute waist gunner for Harrison, was seriously wounded. Even though Crouse and Voight made sure he was conscious and had a firm hold on his rip-cord when they helped him out the window, and yelled for him to pull as he went out, his chute did not open. The Germans picked his body up about a mile inside of Germany from the Netherlands border.

With the exception of myself, all the rest of my crew landed inside Germany and were captured. Lt. Platt, navigator, was wounded in one leg during the attacks and injured his other leg while landing with his parachute. My co-pilot, Bart Shambarger, was captured by a Nazi sympathizer (NSB'r). After capturing Bart, he offered his hand in a handshake gesture. When Bart reached out his hand, the NSB'r grabbed it and jerked Bart toward him, simultaneously stabbing Bart with his bayonet. The Germans spread the story that Bart had impaled himself on a fence post during landing. Joe Gnaidek, my engineer, was shown Bart's body right after he was killed and they told him Bart's chute hadn't opened. Bart's body was moved after the war to the American Cemetery at Neuville-en-Condroz, Belgium. His murderer, the Dutch NSB'r, was turned in to the Allies after the war and sent to prison for eight and one-half years, then released.

Being the ship's commander (therefore, the last to bail out) I landed just barely on the border of the Netherlands and Germany. *FULL HOUSE* was so near to the ground when I got out that my chute barely had time to check my velocity before I hit. I injured my back, but managed to crawl to a hiding place, and later that evening got into contact with the Dutch underground. I spent nine months in German-occupied Holland before getting back to the Allied lines. All others from my crew became POW.

Incidentally, I am reasonably certain of the circumstances of Bart's death, since I have personally visited with the Dutch farmer whose daughter witnessed it. Other sources have informed me that this NSB'r had been hounded by the Dutch ever since his release until he was thought to have committed suicide.

During the 40th anniversary celebration of



## The Final Push

the liberation of the Netherlands, Lt. Shambarger, was distinctly honored by the people of Holland. At their request, I sent a photo to them, so it could be displayed in the Place of Honor at their ceremonies.

A/C 42-100170 G, *PATSY ANN II*, MACR 7354 had the following men on vboard:

P	1st Lt. James A. Wilson Cushing, OK	0-690017
CP	1st Lt. Charles B. Murphy Ft. Smith, AR	0-755594
N	1st Lt. Francis G. Wholley Malden, MA	0-814470
B	1st Lt. James D. Moos Shreveport, LA	0-752892
E	T/Sgt. William H. Rausch Troy, NY	12170970
RO	S/Sgt. Domonic P. Yocco Niagara Falls, NY	12024064
WG	S/Sgt. Chauncy H. Steele, Jr. Pittsburgh, PA	33289520
WG	S/Sgt. Frank J. Willems Kenosha, WI	15060809
TG	S/Sgt. Allen P. Schneider Evansville, IN	35720564
NG	S/Sgt. Jim Y. Hom New York City, NY	12188925

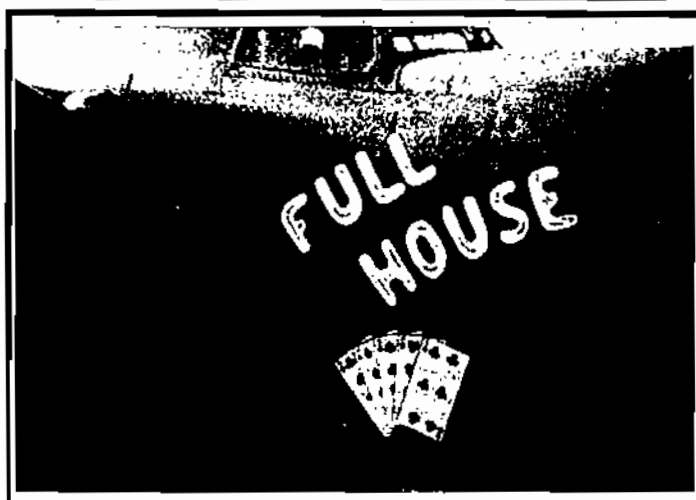
Yocco was KIA and the balance of the crew was POW.

The MACR for this A/C reads almost the same as it does for 966 above. It was damaged at the IP, fell behind, and joined up with 966. It was escorted by two P-38s. The Germans reported that this plane was shot down 7 km. southeast of Halberstadt, Germany by fighter pilot Lt. Gabler of the GAF.

As Sgt. Edward K. Dunn had only two more missions to go, he got eager and volunteered for this one. Sgt. Richard Butler was hit by flak but not seriously. This gives him an Oak Leaf Cluster for his Purple Heart.

Co-Pilot, Charles B. Murphy, provided the following information regarding the Wilson crew:

According to my Form 66-1, our crew joined the 66th squadron on February 28, 1944 and transferred to the 68th squadron on April 19, 1944. The crew was comprised of: Harold C. Morrison, pilot; Charles B. Murphy, co-pilot;



42-99966, *FULL HOUSE*

Lost at Bernberg, Germany on July 7, 1944

Francis G. Wholly, navigator; James D. Moos, bombardier; William H. Rausch, engineer; Domonic P. Yocco, radio operator; Chauncey H. Steele, right waist gunner; Frank J. Willems, left waist gunner; Allen P. Schneider, ball gunner; and Tyrus J. Shanley, tail turret gunner.

Morrison had finished his tour on July 4, 1944, and Shanley, who was in the base hospital, did not make the mission of July 7th. Another 68th pilot, Arnold Larson, had completed his tour about the same time as Morrison, so his co-pilot, James A. Wilson, was assigned to our crew as pilot for this last mission. Larson's tail gunner, Jim Y. Hom, also filled in for Shanley.

With a new pilot, I suppose we were considered a "new" crew and were assigned a position in the low element at the end of the squadron's formation for the trip to Bernberg on July 7, 1944. The aircraft we flew was # 42-100170 G, *PATSY ANN II*.

Between the I.P. and the target, our Group and Squadron sustained a frontal attack by several ME 210s, resulting in the loss of our number 1 engine. Out of formation as we crossed the target, in trail of our squadron, we dropped our bombs on the target, then tried to close the interval with a reduced load after bombs away. Before rejoining the formation, however, several ME 109s began attacks from the rear. Evading their fire as much as possible, our gunners later reported they succeeded in destroying two of the attacking fighters. As a fire in the forward waist section became uncontrol-

40660  
lable, crew members in the rear bailed out. Seconds later, when the rudder controls went out and the plane fell off in a spin, the rest of us abandoned the aircraft. This action occurred between Bernberg and Halberstadt. Though several crewman were slightly injured in the encounter, all left the plane and were picked up by Germans upon hitting the ground. The radio operator was later reported killed. Details are not known. Four of the crew, including myself, fell on the edge of the Halberstadt fighter base and were captured immediately by members of the Luftwaffe attached to that station.

As Luftwaffe personnel at this base were relieving me of all personal effects except shirt, pants, shoes, socks, and underwear, a very excited young pilot came up to me and, through sign language, let me know that he was the one who had shot me down. (Apparently this was documented elsewhere as, Will Lundy's book "44th Bomb Group Roll of Honor and Casualties" carries an account of this loss and identifies the German fighter pilot as a 1st Lt. Gabler. The same account stated that eyewitnesses reported that our aircraft joined up with one of the other damaged 68th planes and both were seen being escorted by two P-38s. I don't recall this.)

We were never able to determine what happened to the radio operator, Yocco. I did not see him as I exited the plane through the bomb bay.

Eventually the officers of the crew were sent to Stalag Luft III at Sagan (90 miles SE of Berlin) and the other crewmen to other camps in, I believe, northern Germany. Wholly, our navigator, was met at the front gate of Center Compound, Stalag Luft III, by his brother, who had been shot down about a year earlier. We were kept at this camp until late January 1945, when the Russians advanced their front to within 18-20 miles of Sagan. The Germans surprised all of us and marched the entire camp out across the countryside with about a foot of snow on the ground. We were marched to the west for about a week (about a hundred kilometers), placed on small box cars (WW1 type), and transported to Stalag VII B at Moosburg, (not far from Munich). Here we remained under much worse conditions than at Sagan, until liberated by the 14th Armored Division of Patton's Third Army on April 29, 1945.

Tom Parson recorded the following in his diary for this day:

I was aroused at approximately 2:00 a.m. for today's mission and checked in at the picket post where I found that I was supposed to fly nose turret with Principe's crew. From here the trucks took us to chow and then to the briefing room where I found out that this (my 17th mission) was to be to a ME final assembly factory (and airfield) at Bernberg, Germany. I also found out that I was to fly in R 156, upon which Voight (with whom I sat in briefing) told me that if he were in my place, he would certainly refuse to fly in that dilapidated old junker. After regular briefing I had to stay for bombardier's briefing, where we learned that take off was to be at 4:55 a.m., our load was to be 12 X 500 lb. (six hour delay)—and among other things that our altitude was to be 22,000 ft. By 4:55 am. we were airborne and after a hectic flight (my right gun developed a 3rd position stoppage—failure to feed into the chamber—which kept me busy from the first time I tried to load it till the time we reached the target, trying to fix it. I never did get it fixed). We were at the I.P. and coming up on the bomb run by 9:15 a.m., then all hell broke loose when we began to see the B-17 squadron which had been flying formation with us way out on our high left, pull up just out of sight and then return, to smack the first squadron, which was just coming over the target. There were about one hundred and fifty of the Jerries,—ME 210s, 410s, and JU s, and believe me, I've never seen such an air battle in my life; it was just like a pulp paper version would have it, and never during the whole attack did I see less than two flaming airplanes hurtling toward the earth at one time—usually there were more like four or five, and from the time the first formation was jumped till our fighters came and we left the target area, there rained down a steady stream of parachutes from the blazing skies—till I should imagine, there were about a hundred to a hundred and fifty going down at any one time. It was a most awful impressive and fascinating sight—and it seemed to startle every one into inactivity, since when they finally got down to us there was much less fire returned than there should have been. I, myself (having parts of my right gun all over the turret and my flak helmet lying over the gun sight) was shocked into a sort of startled paralysis by the unusual sight—and as a result—by the time they hit us I had my right gun disengaged, my helmet on, and the gun switch on, I was only able to get in one fair sized burst at a 410—and that was proba-

## The Final Push

bly wild, since I had no time in which to track him. One 410 flew directly between myself and Edmondson's tail gunner, so close to both of us that neither of us could shoot at him for fear of hitting the other. This 410, I'm almost positive, is the one that hit Steinke, and I might add that he did the most beautiful job of flying through a formation that I have ever seen. All of these planes flew between us, curving, dodging at terrific speeds and in such a way that no one could fire accurately at them without taking a great risk of hitting some one else in the formation. All the time they flew through us they were firing their 20 m.m. and at one time (just before the 410 came through) the small space between me and Edmondson's tail gunner was so heavy with their bursts and little puffs of white smoke that I couldn't see him through their fire. The good Lord certainly must have ridden with me this afternoon, since I can hardly see how it is possible I'm still alive!! These Jerries, unlike any I've seen before, were quite obviously hardened and experienced veterans at this sort of thing and they bounced down the formations of us like a flat stone thrown along water—taking their time,—and attacking directly out of the sun each time, so that we couldn't see them until they were actually upon us. When they attacked the formations ahead of us I could see planes dropping out and hurtling down in smoke and flames—but I was finally startled out of my daze when they came at us—showers of 20 m.m. popping out in front of my turret like hail stones, with their red flash and white puffs of smoke everywhere. Just before they attacked Edmondson (who flew lead) had developed trouble with his P.D.I. and called Steinke up to take his place as lead ship, so there could be an accurate bomb run. Consequently just as Steinke was pulling up into position, the fighter's made their attack, and the last I saw of Steinke and his ship was when a 20 m.m. made a direct hit just outboard of his no. 2 engine. Then the entire wing exploded and fell off from there out to the tip. I didn't see him after that, since he was directly above my turret, but he went down (some say and I don't doubt it) without a single man getting out. Weaver was also shot down (my regular crew) and so was another ship in the element he was leading. This really hurts so much that I can't put it into words—and it is especially ironic that they (the officers) all made 1st Lts. just yesterday as well as making lead crew. They began losing altitude but car-

ried on with the formation until the target was reached and bombs were away. Then they (still under control) lost altitude much faster, falling way behind the formation after 3 engines caught afire and finally went out of sight.

### 8 July 1944 ESTERNAY, France

A bridge near Esternay, France, a tactical target, was hit with excellent results. It was a target of opportunity; the briefed target was cloud covered, thereby preventing its bombing. The Group sent up ten A/C and the 68th was represented by two A/C. This mission was considered a "milk run."

A/C numbers and Pilots were:  
226 C Lt. Benjamin D. Ford  
057 Q Lt. Walter T. Zerman

Tonight, as Bucky Butler came riding in to the site on a bicycle, he was well-lit-up and seemed to be suffering no ill effects from the flak which hit him in the leg yesterday. He has certainly been through the mill in all his missions, but only has a few more to go to finish up.

### 9-10 July 1944

Stand-down both days.

The movie "Purple Heart" opened in Norwich tonight (July 10th). In connection with this, several holders of the Purple Heart were invited to a big dinner in Norwich. Major Lehnhausen and Sgt. Bucky



Arthur "Moon" Mullen - Radio Operator  
Completed his tour on July 11, 1944

(2  
Pow)

## The Final Push

Butler attended as representatives of the 68th squadron. Sgts. Charles Mott and Tyrus J. Shanley were transferred to the 4210 Hospital today. Sgt. Herbert J. Russell went on DS to Great Sanky. Sgt. George Sweeney, Jr. completed his tour.

### 11 July 1944 MUNICH, Germany

The briefed target today was the Reihm Airfield near Munich, but cloud coverage prevented a visual run. The city of Munich itself was hit on a PFF bombing run with unobserved results. The 68th sent up six A/C, losing one, with three sustaining category "A" battle damage from the moderate inaccurate flak over the target area. The lost A/C flew back to the English Channel before it was forced to ditch.

A/C numbers and Pilots were:

049 A	Lt. Charles C. Gayman	
057 Q	Lt. Charles E. Deurell	
643 S	Lt. Robert C. Knablein	
226 C	Lt. Reuban C. Ricketts	
381 D	Lt. Walter T. Zerman	
101 E	Lt. Benjamin D. Ford	—
544 T	Lt. Alfred D. Bonnet-Aborted mechanical	
	Ditched in the Channel.	

A/C 41-29544 T, *FLAK ALLEY*, MACR 8250 had the following men on board:

P	1st Lt. Alfred D. Bonnet	0-805387
	Rescued	
CP	2nd Lt. Thurston E. VanDyke	0-813980
	Rescued	
N	1st Lt. Olaf W. Olsen	0-702173
	Rescued	
E	T/Sgt. Edward W. Kushinski	16004932
	Lake Bronson, MN	
RO	S/Sgt. James T. Garvey	37272533
	Rescued	
WG	S/Sgt. Richard J. Butler	13044499
	Philadelphia, PA	
WG	S/Sgt. Donald G. McCandless	13038391
	New Castle, PA	
TG	S/Sgt. George Belsky	33000775
	Aliquippa, PA	
NG	S/Sgt. Charles E. Banning	12012298
	Wilmington, DE	

The MACR stated in part that this A/C ditched in Channel; four survivors. Just prior to bombs away, this A/C was believed to have been hit by flak. #4 propeller began to run away and oil pressure dropped;

consequently, the pilot (Bonnet) feathered this engine. He dropped his bombs and held formation until he was approximately one hour from the enemy coast. Then #2 engine oil pressure dropped and #2 prop had to be feathered. Lt. Bonnet left formation and was picked up by four P-38s. At the coast, #3 engine cut out, so he called the P-38s on channel B of VHF and Colgate on distress procedure. He jettisoned as much equipment as possible, hoping to reach the English Coast, but this appeared impossible. He ordered his crew to their ditching stations, then ditched.

Upon hitting the water, the nose and top turret caved in and the A/C broke apart at #6 bulkhead, with the rear section sinking almost immediately. The engineer was either killed or pinned by the falling top turret. The pilot, co-pilot, navigator, and radio operator were rescued; the remainder of the crew was drowned.

Lt. Benjamin L. Schaefer and Sgt. William W. Smith completed their tours.

### 12 July 1944 MUNICH, Germany

For the second straight day, Munich was hit on a PFF bombing run with unobserved results. Flak over the target area was generally heavy but inaccurate. The 68th sent up nine A/C on this mission; two sustained category "A" battle damage. Major Lehnhausen was Command Pilot on this mission. Later reports from higher headquarters indicated the target was hit with excellent results, thereby alleviating many doubts that had been cropping up about the value of the use of PFF equipment on non-visual bombing runs.

A/C Numbers and Pilots were:

049 A	Lt. Joseph V. Principe	
260 P	Lt. Charles D. Peretti	
596 O	Lt. Benjamin D. Ford-Lead Pilot, 3rd Sqd.	
001 Z	Lt. Charles C. Guyman	
101 E	Lt. Robert C. Knablein	
226 C	Lt. Reuban C. Ricketts	
381 D	Lt. Walter T. Zerman	
224 W	Lt. Richard Donald	
098 B	Lt. Edgar F. Murphy	
805 J	Lt. Joy M. Smith-Deputy Lead, 3rd Sqd.	
	Aborted	

Sgt. Russell L. Parsons completed his tour of operations.

## The Final Push

Lt. Bonnet is sporting a huge black eye. Lt. Olson, whose leg was broken, is returning to the States. Sgt. Garvey is in the hospital and is in bad shape with a broken collar-bone and a broken leg. Looks like his flying days might be over. Banning and Belsky were on their last mission and Sgt. Butler also had quite a few in; therein lay the problem. It was for this reason that they didn't want to bail out and become POWs.

**13 July 1944**  
**SAARBRUCKEN, Germany**

The Group attacked this very important rail and communications center today. The destruction of this target is doubly important because the presence of our troops in Normandy put a heavy demand on this area for support of supplies and replacements by the Germans. The 68th sent up five A/C that received sortie credit. Three others were sent, but returned to the base due to both personnel and mechanical failures. Only one A/C sustained "A" battle damage from the meager and inaccurate flak that was thrown up at the attacking forces.

A/C numbers and Pilots were:

643 S Lt. Robert C. Knablein  
224 W Lt. Richard Donald  
381 D Lt. Walter T. Zerman  
596 O Lt. Benjamin T. Ford —  
805 J Lt. Joseph V. Principe-Lead Pilot, 2nd Sqd  
427 V Lt. Edgar F. Murphy-Aborted  
098 B Capt. Arthur S. Marcoullier-Aborted—  
101 E Lt. Reuban C. Ricketts mechanical

**16 July 1944**  
**SAARBRUCKEN, Germany**

The result of this attack found the 68th more successful. Eleven A/C were dispatched and all attacked the target, without battle damage. The bombing run was PFF and the results were not observed.

A/C numbers and Pilots were:

643 L Lt. Charles W. Gayman  
224 W Lt. Richard Donald  
349 X Lt. Elmer K. Kohler  
098 B Lt. Joseph V. Principe  
427 V Lt. Reuban C. Ricketts  
226 C Lt. Benjamin D. Ford —  
057 Q Lt. Robert C. Knablein  
234 O Lt. Clair W. Hill  
381 D Lt. Edgar F. Murphy  
805 J Capt. Theodore J. Bravakis  
509 Y Lt. Robert A. Edmonson-Deputy Lead 1st Sqd



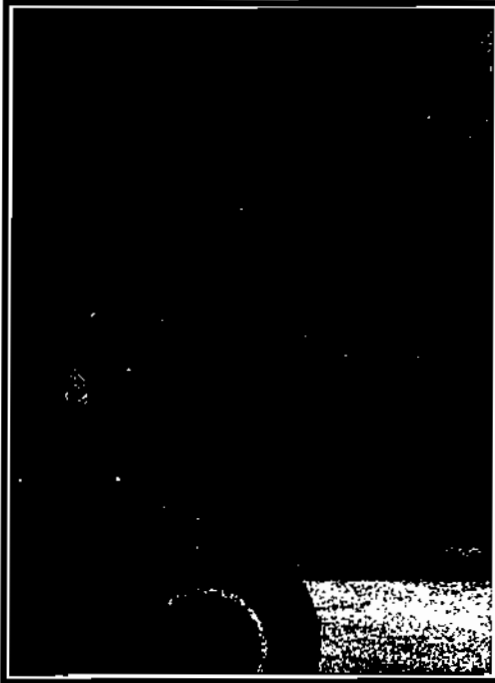
Maurice Kane - Reporter  
Landed on Continent with the Infantry

Sgt. Gerald K. King transferred to the 1287 M.P. and Captain Myron F. Sesit transferred to the 93rd Bomb Group.

There was a Station Defense All-Out Alert at 1100 hours. We've had three or four buzz bombs land up here and we don't know whether they are aiming at us or whether they are being deflected from southern England. A few nights ago, one landed about three quarters of mile past dispersal 37 and landed near a house that was full of evacuees from London. Only a few were injured.

Lt. Alexander Glaudel completed his tour of operations today. The following men, after completing their tour of operations, were transferred to the 12th RCD: Lts. Samuel H. Bowman III, Andrew Dunda, Charles F. Kuch, Pellegrine, and Benjamin L. Schaefer. Lt. Robert J. Weber rejoined the squadron from the hospital. Sgt. Louis Urban went DS to the 2nd AD. Sgt. Paul A. Luthman transferred to the hospital along with Sgt. Leo K. Remkes. The following men went on DS to the 1287 M.P. unit: Sgts. Russell L. Parsons, George Sweeney, Jr., and William W. Smith.

## The Final Push



42-110035, ANY GUM CIUM  
with Charlie Pigg - Crew Chief  
Lost at Bernberg, Germany on July 7, 1944

### 18 July 1944 THOARN, France

With the plan of aiding the British troops with their big push in the Caen area, the Group sent thirty-eight A/C to bomb troop concentrations in the Thoarn area. The 68th sent up thirteen A/C and all bombed with excellent results. General Leon Johnson led the first wave, of which the 44th was a part. The overall results were excellent and the big push got under way. None of the 68th A/C received battle damage.

A/C numbers and Pilots were:  
643 S Lt. Charles C. Gayman  
101 E Lt. Elmer K. Kohler  
098 B Lt. Joseph V. Principe  
427 V Lt. Reuban C. Ricketts  
057 Q Lt. Robert C. Knablein  
805 J Capt. Theodore J. Bravakis  
001 Z Lt. Edgar F. Murphy  
381 D Lt. Clair W. Hill  
224 W Lt. Richard Donald  
349 X F/O Donald F. Tofte  
260 P Lt. Charles D. Peretti—Lead Pilot, 3rd Sqd.  
596 O Lt. Joy M. Smith—Deputy Lead, 3rd Sqd.

The Group ahead of us over the target bombed our own lines; later we found out General McNair was killed in this action.

Lt. Morrison was transferred to the 12th RCD today after completing his tour of operations.

### 19 July 1944 KOBLENZ, Germany

The Group put up forty-one A/C on an operational mission to Russelsheim, Germany. The primary was obscured by clouds, so the secondary, Koblenz marshalling yards, in the vital industrial area of the Rhine Valley, was hit by PFF with excellent results. The 68th sent up thirteen A/C, all of which received sortie credit. Seven of our planes received category "A" battle damage, and one, "AC" damage. The flak was moderate and accurate over the target area. One man was slightly wounded by flak.

A/C numbers and Pilots were:  
805 J Lt. Richard Donald  
156 R Capt. Theodore J. Bravakis  
596 O Lt. Edgar F. Murphy  
057 Q F/O Donald F. Tofte  
101 E Lt. Elmer K. Kohler  
427 V Lt. Reuban C. Ricketts  
260 P Lt. Clair W. Hill  
381 D Lt. Walter T. Zerman  
643 S Lt. Charles C. Gayman  
224 W F/O Thomas C. Kay  
226 C Lt. Raymond L. Mondloh  
509 Y Capt. Arthur S. Marcoullier—Lead Pilot, 2nd Sqd.  
098 B Lt. Joy M. Smith—Deputy Lead, 2nd Sqd.

Lt. Helmut on A/C 509 Y was slightly injured in the leg due to flak.

Sgt. Tyrus J. Shanley rejoined the squadron after being released from the hospital. Lt. Leonard H. Ludwig transferred to the 492nd Bomb Group.

About a week ago an ammunition dump blew up and killed four men. We have not found out just how this happened. Last week a G.I. was killed at this station when a jeep he was driving hit a tree.

### 20 July 1944 ERFURT NORTH AIRFIELD, France

This Airfield was hit with excellent results by the twenty six A/C dispatched by the Group. The 68th sent up seven A/C. No flak or EAC were encountered.

A/C numbers and Pilots were:  
098 B Lt. Walter T. Zerman  
224 W F/O Thomas C. Kay



## The Final Push

226 C Lt. Thomas L. Harrocks  
 049 A Lt. Reuban C. Ricketts  
 101 E Lt. Benjamin D. Ford  
 057 Q Lt. Robert C. Knablein  
 596 O Lt. Robert A. Edmonson-Lead Pilot, 2nd Sqd.

21 July 1944

### OBERPFAFFENHOFEN, Germany

This mission today was a long one, to Oberpfaffenhofen, an armament center near Munich. Twenty-seven A/C were dispatched today, including four PFF ships (two of which lead the 44th) and two with the 492nd B.G. The target was hit with unobserved results. The enemy put up about twenty-five A/C to try to off-set the "heavies" attacking forces. They gave a fierce challenge, causing the loss of four Group A/C, two of which were from the 68th. It is believed that these four planes headed for Switzerland. The Group EAC claims were: three destroyed, and one probable, none of which were made by the 68th. Two 68th A/C were damaged by fighters and/or flak.

A/C numbers and Pilots were:

643 S Lt. Raymond L. Mondloh  
 224 W Lt. Elmer K. Kohler  
 049 A Lt. John R. Anderson—MIA  
 226 C F/O Donald F. Tofte—MIA  
 381 D Lt. Walter T. Zerman  
 805 J Lt. John J. Borah  
 101 E Lt. Thomas L. Harrocks—Aborted Mechanical

A/C 42-110049 A, *MARY HARRIET*, MACR 7287 had the following men on board:

P	1st Lt. John R. Anderson	0-725729
	Freeport, IL	
CP	2nd Lt. Thomas J. Young	0-819245
	Oma, MS	
N	2nd Lt. James A. Hewlett	0-707526
	San Bernardino CA	
B	2nd Lt. John T. Jennings	0-698564
	Baton Rouge, LA	
E	S/Sgt. Leslie J. Babin, Jr.	18134873
	Hawkins, TX	
RO	T/Sgt. Edward B. VanderWeide	37470100
	Sioux Center, IA	
WG	Sgt. Harold N. Turley	36451597
	Sault St. Marie, MI	
WG	S/Sgt. Leo J. Hoffman	13173525
	Bloomsburg, PA	
TG	S/Sgt. Richard R. Elliot	16118695
	Greenview, IL	

The MACR states in part that this A/C was damaged at 1040 hours in the area of Munich, and no.

1 engine was feathered. Bombs were salvoed before hitting the target and the A/C left formation headed for Switzerland. At this same time, they reported on VHF that they were going to try for Switzerland. This was the crew's eleventh mission.

When the crew congregated at Appenzell, one of the gunners, Richard Elliot, said that he had seen Leo Hoffman dead, with his chute barely open beside him. Hoffman had either bailed out the waist window or the camera hatch. Failure of the chute to open probably was due either to faulty packing or his fear of falling—and panic.

Lt. Hewlett added that, indeed, they were shot up over Munich, and they all bailed out when they got above Swiss territory. James did not escape from internment, (as a few of his crew did) and eventually married a Swiss girl. Their A/C finally came down at Silberplatte, Nesslau, just inside the Swiss border.

A/C 42-95226—C, *CHANNEL HOPPER*, MACR 7286 had the following men on board:

P	F/O Donald F. Tofte	T-123159
	Milwaukee, WI	
CP	2nd Lt. James C. Wessinger, Jr	0-553989
	Columbia, SC	



Robert Lehnhausen - Pilot/Commander

## The Final Push

N	2nd Lt. John R. Jaquis Jefferson, IA	0-717217
B	2nd Lt. Donald H. Alberts Brookline, MA	0-762880
E	S/Sgt. Clarence R. Jones Utica, NY	12096377
RO	S/Sgt. Harold E. Rogers Rapid City, SD	37476006
WG	Sgt. Hoyt D. Parsons Georgetown, SC	34381892
WG	Sgt. John F. Dowd Bridgewater, MA	20113596
TG	Sgt. Albert E. Browning, Jr Detroit, MI	36593040

The Missing Air Crew Report states in part, that at 1002 hours and in the Munich area—apparently before hitting the target—this ship was last seen flying alone and under control, with no apparent damage.

Sgt. John F. Dowd remembers,

We were flying in bad weather on the way to the target, and the formation had difficulty. In fact, some of the planes had new positions by the time we got to the target. We did drop our bombs on the target and were immediately hit by flak. Some of the flak hit in the bomb bay, and some hit #3 engine, knocking out our hydraulic system. I can vouch for the flak as a piece of it scraped the skin off my shin bone. Both Hoyt Parsons and I were showered with a combination of hydraulic fluid and gasoline.

We did leave the formation after that, and we saw enemy bandits, but we were looking for our own fighters for escort at the time. We headed for Switzerland, but with considerable concern, as our bomb bay doors were open and inoperative. The procedure for landing in a neutral country called for the bomb bay doors to be closed or we would be shot at.

I do not recall that any of the crew bailed out, but we were ready to do so (both Dowd and Jaquis were officially reported as POW). We had thrown most of our equipment overboard (including our guns and ammunition) to lighten the plane so we could maintain altitude. We crash-landed near Dubendorf.

I was sent to Adelboden (Beausite) and remained there until early August; I was then sent to Wengen. I escaped from there but was apprehended near Mieux. I was taken to a jail near Montreaux and interrogated. Apparently they thought I had come from France—and I

may have wandered around and actually crossed the border. I do not know. I was then sent to a detention camp at Wauwilermoos, where there were a few Americans, but mostly Polish, Italian and British soldiers.

There I was eventually visited by an envoy from the U.S. and was told that I should not have been held incommunicado by the Swiss. However, he added that I had violated the Geneva Convention by trying to escape from a neutral country. He then added that I would be returned to Wengen and never be sent to a prison punishment camp again.

After a short time at Wengen, I was awakened one morning by a Swiss guard telling me to get up, dress, and get ready to go on a train. I told him "no way," but after a slight altercation with this guard and his buddy, I was convinced!

I was taken to Diablalets from which I also tried to escape, but did not get very far and was returned to camp. After a few days I was escorted to another prison punishment camp at Hunenberg. While there, I complained of a severe pain in my side. Thank God there was a Lt. there who spoke German fluently, and he got the commandant to get a doctor. (The Lt. was from Glarus, Wisconsin.)

The doctor and the Swiss put me on a sleigh and the three of us went to a hospital, I think in Cham. There was a convent and a school there. I had an appendectomy and when I awakened there was a priest there ready to give me the last rites of the church. On the following day, one of the nuns said they would keep me there until I was fully recovered and had built up my strength. However, no such luck. Three days later, I was back on the sleigh-back to my straw bed at Hunenberg. My Lt. friend came to my aid again. He talked to the commandant, who later called the surgeon; he came, and said something must be done. A few days later I was on the train back to Adelboden. While there I was taken to Bern for a tribunal, and after the trial I was returned to Adelboden. I was repatriated February 17, 1945!

Yank magazine and Stars and Stripes newspaper claimed Hunenberg and Wauwilermoos were as rough as most Stalags in Germany.

Tail turret gunner, Albert E. Browning added,

When we ran into heavy clouds, the formation broke up. We reformed, but not in our



assigned positions. Flak was extremely heavy at our altitude, heavier than I had ever seen before. Some German fighters were seen attacking the formation to our rear and at a lower altitude. Before we could close our bomb bay doors after the bomb run, flak hit between the fuselage and the right inboard engine. It came into the bomb bay, damaging the hydraulic system and rupturing a gas tank where the wing meets the fuselage. The bomb bay and rear of the aircraft were showered with a mixture of fuel and hydraulic fluid. The bomb bay doors remained opened and we opened every other door and window to get rid of that explosive mixture.

I can remember being by the rear escape hatch with my parachute on, ready to jump. Lt. Tofte was having trouble with one engine and the prop governor on another, and explosion and fire were eminent, so we headed for Switzerland. Finally, Swiss fighter planes guided us to Dubendorf, where we crash-landed on a grass field, nose wheel collapsing, and we skidded nose down and tail up into a corn field adjacent to the airport.

We were all sent to Adelboden; then they split us up with the officers going to Davos while we went to Wengen. I was repatriated near the end of February 1945 and returned to the 44th BG for a short while before returning to the States.

Jim Hewlett remembers:

July 21, 1944—Oberpfaffenhofen (our crew's eleventh mission). We took off from Shipdham at 0600 and started assembling the formation. The formation left Shipdham at 0720 headed for Oberpfaffenhofen, a war industry center west of Munich, in S.E. Germany. The distance was 550 to 600 miles—a long mission.

We crossed the Channel to the mainland. About fifty miles inland we ran into high cumulus clouds in patches. We continued climbing in formation in attempt to get above them. Formation flying became more difficult as the clouds became denser. We led the low element and had particular difficulty, because the lead element would not get high enough above the clouds for us to clear them.

The whole formation, by this time, was bad. I could not find the high element at all. At about half way in from the coast line the undercast broke away, and as navigator for our crew, I picked a few check points. This visibility lasted

about twenty minutes. Again, in and out of clouds, the whole formation flew. All the while, contrails made formation flying all the more difficult. Within fifty miles of the target, the clouds thinned to about three tenths.

We made a long bomb run from the north, just west of Munich. As we approached the target, it was obscured by either clouds or a smoke screen. Flak was becoming pretty thick by this time. I was on my knees between the ammunition boxes, with one hand on the bomb salvo lever (to be pulled on the order from Jennings, the bombardier). Suddenly a flak burst hit very close. I heard one fragment zing through near-by. My snap-on parachute pack, which was lying on one of the ammunition boxes, fell in my lap. Looking the pack over, I found a sizable hole in the cloth cover. The parachute pack had stopped a fragment that probably would have hit me in the face.

We were over the target by now, but the lead ship did not drop. This caused a few remarks of disgust over our intercom system. Then I heard Andy, our first pilot, say to Young, our co-pilot "Is the pressure still dropping on number one?" In a few minutes I looked out to see number one feathered.

We stayed in general formation for about fifteen minutes. Because of the extra consumption of fuel after losing one engine, it was decided to jettison the bombs. Unfortunately, through a misunderstanding among those involved, they were dropped through the bomb bay doors. By now we were a lone aircraft well behind the formation, with the anxiety of a pending German fighter attack.

The obvious question at that time was whether or not we had enough fuel to return to England on three engines. The engineer, Babin, informed us that his estimate on fuel was two hours of flying time. My flight plan said three hours to Shipdham. Andy ask me for a heading to "Sweden." I yelled back over the intercom "Sweden !!!!!; that's a long ways from here, Andy." Then he responded, "Ah, no, no! I mean Switzerland!"

I looked through my maps; I did not have a map of Switzerland. I used my flak map as best I could and gave Andy a general heading for Switzerland. When we were over what I had calculated to be Switzerland, and when we found a break in the clouds below, we started to let down. Getting below the cloud base, we circled for one and half hours over what we believed was Switzerland, searching for an

airfield that would take a B-24, without finding one. Since fuel was getting low, the possibility of parachuting was becoming imminent. By now, we had started referring to the crude, small scale, cloth maps of Europe that were in our escape kits. When Andy decided that we would "bail out" we were over north-east Switzerland, the key check points being Lake Constance and the Rhein River, with Switzerland being on the south and/or west side of both.

When we saw what we considered reasonably smooth terrain below, Andy gave the order and the three rear gunners, Elliot (tail), Turley (right waist), and Hoffman (left waist) went out first. Then we circled back and the engineer, Babin, and radio operator, Vander Weide went out. They were followed by co-pilot Young, bombardier Jennings, and myself. Andy continued to fly the airplane as we made our emergency descents. When we went out we were at about 6,000 feet indicated altitude. I hung onto the catwalk in the bomb bay and let the slip stream pull me off, rather than merely jumping out for fear of contact with the flapping bomb bay doors. I went out with my back toward the plane; I remember looking back to see that I was clear of the ship when I pulled the rip-cord. I remember distinctly that before I saw the aircraft moving away, I had no feeling of movement—I was suspended in space. Then there was a distinct pop as the pilot chute snapped out. When I saw the main chute string out in front of me, I braced myself for the inevitable jerk which was coming. Then I heard a terrifying rip at my shoulders. I grasped for the shroud lines for fear that my shoulder straps had started to tear. Then I realized that the rip I had heard was the breaking of the threads used to hold the straps in line for easy handling of the chute as a pack.

I looked down and saw a small village below me. For several minutes it was very silent, then I could hear voices directly below, mostly those of children shouting. The fact that I appeared to be descending to the village, rather than an open area, worried me and I started pulling on some shroud lines in an attempt to dump air and move laterally. This only started a slow, wide oscillation but I was now coming down at the edge of the village. But now I became alarmed in spotting a triangle of electric wires just below. The ground was coming up fast now. When I was about a hundred feet from the ground I kicked off a flight boot that was almost off (The other came off when the chute opened)

thinking that there would be less of a chance of turning an ankle. By now I saw that I was headed for a house, and from the doorway an old lady and old man were looking up. As I came closer, they shouted loudly and retreated into the house. I was sure, by now, that I would not hit the electric wires, and I concentrated on how to minimize injuries on impact with the house. Just then, either by oscillation or wind I was carried away from the house. I bent my knees as I hit in some soft turf (in about the center of the triangle of electric wires), with no ill effects. I unbuckled my chute, but continued to hold the rip cord by its red grip.

In a few seconds I was surrounded by people. One kid had a large red flag with a white cross, confirming that we were in Switzerland. About that time I looked over on a hill to see Young, the co-pilot, land. He lay still for a few seconds—then sat up. He was soon surrounded. Then I watched as our plane made two passes overhead. On the second one, Andy came out and made a delayed opening of his 'chute. He landed over the hill, past Young.

Then a Swiss girl who presumably knew a little English tried to talk to me, but with little success. The people guided me to a nearby house of the village (Gonten). As I walked in the door, I saw both of my flying boots sitting on a windowseat. I indicated that I wanted to remove the electrically wired heat suit I was wearing under my flight clothing. I was led to an upstairs room for this. Suddenly, I heard a commotion in the street below. Looking, I saw a mob go around the corner following one of our crew. I presumed that it was Young, and started shouting his name out the window. But it turned out to be Turley, waist gunner, who joined me upstairs. In a few minutes we heard shouting in the street and looked down to see a procession headed by Young and a priest. Soon they came upstairs to join us. Young told Turley and me that the priest said repeatedly "una mort" which Young interpreted as "one is dead." We wondered who it could be. I thought perhaps it was Andy, with his delayed 'chute opening. Soon the people took us from the house to the Lion Inn across the street. I was wearing my retrieved flight boots. At the inn we were given soup and wine. Shortly, Andy burst through the door and the crowd to greet us. Again, those of us present (Andy, Young, Turley and myself) wondered who had been killed. For about one half an hour we were items of curiosity for the people, especially the

children. We showed them the contents of our escape kits, our Mae Wests, our parachute rip cords (I lost mine in the process), etc.. Then they made an attempt to entertain us, with a young man playing the piano, while the people sang some songs, including the Swiss national anthem.

Then we were taken upstairs to a rest room where we had the opportunity to wash and clean up. Soon a Swiss captain arrived with two men to take us to a nearby city, Appenzell. They informed us that the rest of our crew had been taken there. We gathered up our belongings and they led us to a small car, and after loading our stuff into the front trunk, then asked us to crowd in, which we did. In a short time, we were at the Hotel-Restaurant Krone, overlooking a square in Appenzell.

We were taken inside, where Jennings, Babin, Elliott, and Vander Weide awaited us. They informed us that Leo Hoffman had been killed; his chute had only partially opened, (one of them saw him nearby). I, for one, had mixed emotions. I was glad that I had made it safely to a neutral country, that I would be out of the war for awhile; yet, along with the others, I mourned Leo's death—he was so young. And I felt pangs of guilt. Had I had the correct maps, perhaps we could have found an airport and landed safely—making parachuting unnecessary. We learned later that Hoffman was buried in a cemetery near Bern. The cemetery is exclusively for American military personnel who died in Switzerland.

At Hotel-Restaurant Krone, there was a Mr. Etter of American Express, Zurich office, who spoke English fluently. He was very helpful to us while we were in Appenzell. We stayed overnight at the hotel and were afforded a nice supper (even though food was being rationed in Switzerland), pleasant sleeping quarters, and a typical Swiss breakfast (cheese, cold bread, coffee or chocolate). Also, a Swiss hairdresser shaved us and trimmed the hair of some before we walked to the station to board the train for Dubendorf, a town near the city of Zurich. From the Dubendorf station we were bussed to a Swiss military facility where we stayed that afternoon, that night, and the next day and night. During that time, we were given medical inspections, and filled out forms (American and Swiss) regarding the emergency, and had pleasant accommodations including food, sleeping quarters, and recreation.

After a typical Swiss breakfast on Sunday morning, we were led by several Swiss civilian authorities as we all walked to the Dubendorf station, where we took a train to Zurich. On the way we learned that the enlisted guys of our crew would go to a mountain resort of Adelboden in south Switzerland, while the officers (Andy, Young, Jennings and myself) would go to Davos, an alpine resort near the eastern border. Needless to say, there were heart-felt good byes. Although our period of combat together was relatively short, we felt a closeness as a result of the perils we had sustained as a crew.

As we four rode the train to Davos, we were impressed with the beauty of the country-side, villages, and mountains. We were accompanied by one Swiss civilian authority. Upon our arrival at Davos Platz, they led us on our walk to one of the hotels, where we checked in. This was the beginning of our internment, which is another story; a particularly pleasant one for me, since I met and courted a Swiss miss whom I married in the U.S.A. in 1947. And she is still at my side.

Lt. Schadle's sentence was confirmed by higher headquarters and he was taken away by the M.P.s. He ceased to be an officer as of midnight and was taken to a detention camp.

**24 July 19 44**  
**ST. LO, France**

Another ground supporting role by the Group today. In advance of a big push by the American Ground Forces in the Normandy area, the Air Force was to bomb the enemy troops concentrations. But the weather was bad for this type of operation, so the big push was postponed for a more favorable weather set-up. Bombs were not dropped due to this 10/10th cloud cover. However sortie credit was given to the thirty-seven planes participating as enemy flak was encountered. No PFF ships were utilized on this mission because of the proximity of our own forces. Bombing had to be visual. Only one A/C from the 68th was damaged by flak.

A/C numbers and Pilots were:  
098 B Lt. Benjamin D. Ford ✓  
224 W Lt. Richard Donald  
001 Z F/O Thomas C. Kay  
156 R Capt. Theodore J. Bravakis  
427 V Lt. Edgar F. Murphy  
057 Q Lt. Thomas L. Harrocks



William Smythe - S-2

643 S Lt. John J. Borah  
725 A Lt. Raymond L. Mondloh  
349 X Lt. Clair W. Hill  
381 D Lt. Walter T. Zerman  
101 E Lt. Robert C. Knablein  
509 Y Lt. Joy M. Smith-Lead, 2nd Sqd.  
596 O Lt. Joseph V. Principe-Deputy Lead/2nd Sqd.

Captain Frank Davido was Command Pilot.

Lt. Charles Gordon finished his tour of operations and is scheduled to transfer to the 489th B.G. tomorrow.

**25 July 1944**  
**ST. LO, France**

The same planned operation as yesterday was carried out today with excellent results. The 44th led the Wing and the Division and Lt. Charles D. Peretti led the whole show. The planes bombed from an altitude of 13,000 feet, and were thereby the recipients of plenty of flak. Of the twelve A/C that the 68th sent out, only two escaped battle damage. Four A/C received "AC" battle damage and six received "A" battle damage. One man from the 68th received injuries from flak. One other A/C from the Group

sustained battle damage, thereby testifying to the accuracy of the placement of the bombs of the first wave, the 68th. Captain Frank Davido was Command Pilot.

Later, results proved our bombing effected the breakthrough, and now our troops are pouring through the gap.

A/C numbers and Pilots were:  
224 W Lt. Richard Donald  
101 E Lt. Elmer K. Kohler  
643 S Capt. Theodore Bravakis  
427 V Lt. Edgar F. Murphy  
098 B Lt. Benjamin D. Ford  
805 J Lt. John J. Borah  
725 A Lt. Raymond L. Mondloh  
349 X Lt. Clair W. Hill  
381 D Lt. Walter T. Zerman  
057 Q Lt. Thomas L. Harrocks,  
506 O Lt. Joy M. Smith-Deputy Lead, Grp. Div.  
001 Z Lt. Charles D. Peretti-Lead Pilot/ Grp. Div.

S/Sgt. John Parlapiano, tail gunner on A/C 596 O, was slightly injured by flak.

Lt. Earl L. Carper was transferred to the 66th squadron today. Lt. Charles Gordon was transferred to the 489th Bomb Group today. The following men completed their tour of operations: Lts. Thomas Graham and Charles U. Deurell, and Sgts. Lloyd V. Allbright and Harold W. Hanson. They were transferred to the 12th RCD on their journey home today. Lt. Joseph J. Brown transferred to the 2CCRC.

**29 July 1944**  
**BREMEN, Germany**

The ship-building area of Bremen was the target for the 44th today. The specific target area was Oslebshausen, and it was bombed with unobserved results. The 68th sent up nine A/C with no losses, although the Group lost two. The 506th lost A/C 42-95309, piloted by B.J. Eberhardt, and the 67th lost A/C 42-109820, The WASP NEST, piloted by William F. Green. These two A/C collided just after leaving the English coast. Sgt. Favours from the 506th was the sole survivor of this accident. The flak was moderate and accurate and two A/C from the 68th were slightly damaged.

A/C numbers and Pilots were:  
101 E Lt. E.K. Kohler  
349 X Lt. C.W. Hill  
725 A Lt. R.L. Mondloh

## The Final Push

098 B Lt. J.V. Principe  
057 Q Lt. R.C. Knablein  
805 T Capt. T. J. Bravakis  
643 S F/O. T.C. Kay  
427 V Lt. B.D. Ford  
224 W Lt. Richard Donald

Cpl. Harvey C. Hathaway and Sgt. Ireland were transferred to the 1287 M.P.s this date. The following men were transferred to the Zone of the Interior today: Sgts. Gordon G. Brandon, Donald W. Martin and Frank Y. Ross.

### 31 July 1944 LUDWIGSHAFEN, Germany

This great center for chemical manufacturing and dye-stuffs was bombed by PFF means, with unobserved results. The flak was moderate and rather inaccurate, with only two of the 68th A/C receiving category "A" damages. The 68th sent up ten A/C for this mission.

A/C numbers and Pilots were:

057 Q Lt. Elmer K. Kohler  
643 S Lt. John J. Borah  
725 A Lt. Raymond L. Mondloh  
001 Z Lt. Joseph V. Principe  
224 W Lt. Richard Donald  
349 X Lt. Clair W. Hill  
101 E F/O. Thomas C. Kay  
805 T Capt. Theodore J. Bravakis  
596 O Lt. Charles C. Gayman  
427 V Lt. Benjamin D. Ford

Yesterday, Lt. Clark completed his tour of operations and Sgts. Robert G. Pierce and Vernon L. Wells transferred to 8th Air Force Headquarters.

With the close of the month we find that the Group attacked a total of sixteen targets with results as follows: four were attacked visually with excellent results; the other targets were attacked with PFF equipment and with unobserved results. However, all were believed to have been very good. Only one target was not bombed, and this was largely due to the type of operation it was. During July, one hundred forty five accredited operational sorties were flown with but ten abortives—six mechanical and four personnel (failing to find the Group formation).

During the month there were forty one A/C sustaining category "A" battle damages and ten A/C with "AC" damages. Six combat men were injured by flak and the squadron lost six A/C during the month

of July with a total loss of fifty-seven men who are now listed as MIA. The squadron claimed one EAC as destroyed and one damaged for the month. On all but two missions, there was plenty of flak encountered.

Of the sixteen missions, ten were flown with pilots and A/C of the 68th occupying a Lead or Deputy Lead position in the formation. There were nine other missions for the month that were planned but all scrubbed for one reason or another, most of them because of bad weather conditions.

During the month the Group participated in sixteen (16) operational missions, of which the 68th participated in fifteen. The 68th sent up a total of one hundred and forty-three A/C for operational sortie credit. Forty seven A/C sustained battle damage. The squadron lost five A/C during July to the enemy. Two other A/C were lost, one to ditching in the channel and the other when it was abandoned just over the English coast. Ten men were wounded in action.

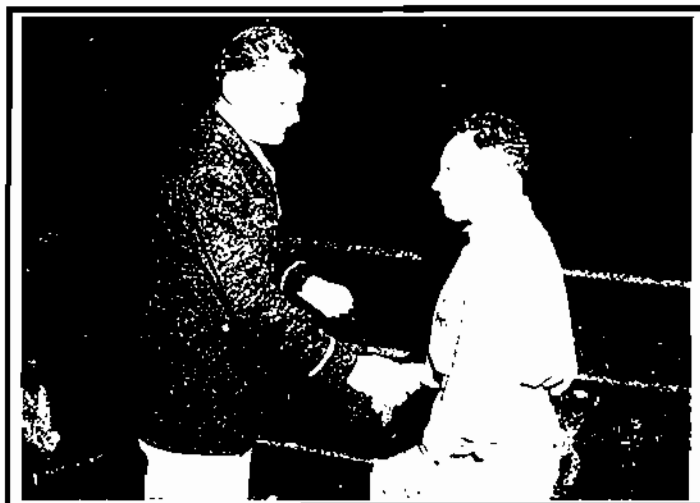
The following targets were hit in July: three enemy airfields, two ports, a railroad bridge, three factories; troop aid onslaughts were made on three different occasions and four German cities were hit.



John Warga - Bombardier  
Completed his tour October 2, 1944

## The Final Push

Among the social events of the month, the most outstanding were the closely fought hard ball games that occurred with the various nearby stations, of which the 44th Group emerged victorious in every case except one. The soft-ball local league was closely fought and the 68th lost a heart-breaking game to the 66th, losing the first round. The 68th was represented by Sgt. Fresch in the 2nd Division Boxing tournament and he won the event. The station sponsored a tennis tournament in which the 68th is represented by several players. This event will be completed by the end of next month. Many movies (16 millimeter) were shown to full houses. The USO and the ENSA played before a G.I. audience twice this month. A Group Discussion Club met each Sunday evening and heard a professional speaker; they took part in some interesting discussions. The Enlisted Men's Pub had the usual business, a sell-out each night. Dances each week were well attended and have always proven to be very popular. The Officers played many hard-fought soft-ball games and various sections seemed to win each time; there were no definite teams, so no tournament could be arranged.



Colonel Johnson congratulating Thomas Fresch - Radio Operator as champion of 2ND Air Division Welter Weight Division.

Some of the men who joined the squadron this month were:

Abie Aberjanian, Vanig V. Abrahamian, Donald H. Alberta, John W. Aldridge, Paul Aragon, Samuel A. Armour, Jr., Wallace J. Balla, Edward J. Barton, Edward J. Berry, Isidor Borshofsky, Robert F. Boucher, Donald Boyette, Theodore J. Bravakis, Myron R. Brewster, Jr., Albert E. Browning, Jr., Walter S. Bunker, Richard R. Calgaro, Oliver J.

Cardinal, Earl L. Carper, Fay J. Chauvin, Maurice F. Cleveland, William Cohen, Walter Cohn, James R. Collins, Carl L. Conklin, Edward A. Coppens, Richard F. Coward, Fred L. Crites, Jr., Charles L. Daughtry, Wayne B. Davis, Eugene J. DeWaters, Lee R. Denham, John E. Devich, Lester J. Dietz, Arthur H. Dittmer, John W. Domogola, John F. Dowd, Ted W. Dressler, Thomas T. Drysdale, Jr., Robert Dubowsky, Stanley H. Duckie, Herman J. Eckstein, John J. Egan, Michael Elias, Anthony R. Ellmer, Robert Ellmer, Thomas H. Elmore, Phillip Elve, Donald H. Ennis, John J. Ferez, Robert E. Ferrell, Vernon F. Fisher, Walter J. Fitzmaurice, George B. Fraga, Edgar C. Frakenfield, James N. Gengler, Steve Gilesman, Stanley R. Gordon, George G. Graza, R.J. Green, Richard J. Grimm, Joseph V. Grothaus, Arnold A.H. Grueber, Phillip R. Hale, Robert F. Hansford, Thomas L. Harrocks, Jr., Robert I. Heffner, William J. Hegelein, Larry Heinzelman, Helmut, William E. Henderson, Lester F. Hess, Don R. Hill, Paul M. Holmes, James L. Hough, James A. Howard, Harry L. Hudson, Charles E. Hughes, John R. Jaquis, Donald R. Jenkins, John E. Johnson, Clarence R. Jones, Thomas C. Kay, William D. Kelly, Robert W. Kennedy, Elmer K. Kohler, Edward E. Kopko, Aldo P. LaValle, Frank W. Lane, Jr., Charles H. Lawhorn, Loyd G. Leachman, Jr., Jack R. Liebrich, William J. Logan, Oliver M. Lopez, Paul A. Luthman, Robert C. Manthey, Hugh C. Maxwell, Jr., John L. Melchert, Fred W. Merriman, Jerome J. Mikulas, Morris D. Mitchell, Raymond L. Mondloh, Earl J. Morgan, Joseph C. Morris, Charles Mott, Richard P. Moyle, Donald H. McLean, Roland A. Nelson, Charles A. Olewine, Hoyt D. Parsons, Winthrop C. Pierrel, Albert Pschirer, Jr., Marvin J. Reddick, Michael J. Rennie, William J. Rexford, Benjamin Richman, Harry W. Ricketts, Harold E. Rogers, Otis V. Rogers, Lawrence P. Sarver, Fred B. Schuyler, Robert D. Sigrist, William A. Smith, Charles W. Staples, Woody Staples, Francis A. Tilton, Donald F. Toft, William Vafiades, Thurston E. Van Dyke, Anthony L. Vitiello, Raymond C. Wallis, Elmer K. Washburn, George A. Washburn, James O. Wessinger, Jr., Harold G. Whitten, Charles R. Winters, Herbert H. Zamlar, Walter T. Zerman, and William F. Zoellmer.

### AUGUST 1944

Some major changes of key personnel in the 44th Group took place this month. On the 15th of the month, Col. John H. Gibson returned to the States on Detached Service for a thirty day recuperative leave. Col. Frederick R. Dent was also on the same orders to return to the States. Col. Eugene H. Snavely assumed command of the 44th Group.



## The Final Push

During the month of August, the 68th squadron participated in a total of twenty-one missions with the 44th Group. A variety of targets were hit by the Group with above average bombing results. Fuel dumps, railroad bridges, oil refineries, airfields, ports, factories, marshalling yards, and "buzz bomb" sites were among the targets hit.

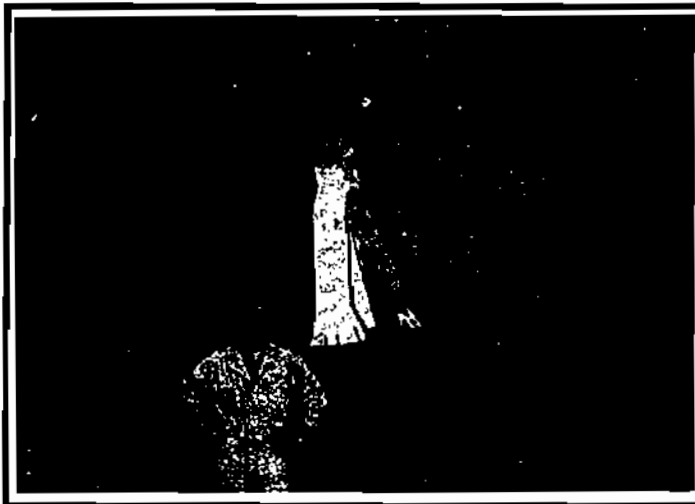
### 1 August 1944 CORBIE, France

The first mission of the month was a railway bridge at Corbie, France. Twenty-four A/C of the Group dropped their bombs, but the 68th did not bomb due to the undercast. The bombing results were poor. Little flak was experienced at the target and no EAC were seen.

A/C numbers and Pilots were:

509 Lt. Joy M. Smith  
001 Lt. Charles C. Gayman  
805 Lt. Joseph V. Principe  
805 Lt. Thomas L. Harrocks  
057 Lt. Robert C. Knablein  
101 Lt. Elmer K. Kohler  
225 Lt. Richard Donald  
260 Lt. Benjamin D. Ford  
156 Lt. Reuban C. Ricketts  
427 Lt. Helmut R. Dimpfl  
643 Lt. John J. Borah  
224 F/O Thomas C. Kay

Sgt. Roy Dimay finished his tour of operations today. Lt. John W. McCabe went on DS to Station 101.



Russell Hryvniak - Crew Chief  
with his favorite plane *GIPSY QUEEN*.

### 2 August 1944

The Group was not operational today except for some PFF ships from the 66th squadron that flew with other Groups.

Captain Charles E. Hughes transferred to the 491st Bomb Group today and Lt. Norman A. Vickery transferred to Group to become Group Bombardier. Sgt. Murray Yermack went DS to Station 113. Sgt. Dale Stufflebeam transferred to 8th AF Headquarters. Lt. Edgar F. Murphy went DS to ATC Headquarters. Lt. Thomas J. Keenan transferred from the 66th squadron.

### 3 August 1944 MERY-SUR-OISE, France

Mery-Sur-Oise was the intended target for this mission, but this had to be abandoned due to unfavorable weather, and a target of opportunity was hit with excellent results. The 68th sent up twelve A/C on this mission, all of which brought their bombs back. There was meager and inaccurate flak over the target area and only one A/C of the 68th was damaged. No EAC were seen.

The following men, having completed their tour of operations, were transferred to the 12th RCD on the first leg of their trip home: Lt. William A. Young and Sgts. Hilmer J. Lund, William H. Seyler, and David P. Van Dyke. Lt. William J. Keeler, Lt. Richard L. O'Brien, Sgt. Donald E. York, and Sgt. Leumel L. Newsome transferred from the 66th squadron.

A/C numbers and Pilots were:

381 Lt. James R. Collins-Category "A" Damage  
427 Lt. Thomas L. Harrocks  
224 Lt. Charles C. Gayman  
805 Lt. Joseph V. Principe  
156 F/O Thomas C. Kay  
101 Lt. Elmer K. Kohler  
643 Lt. John J. Borah  
057 Lt. Robert C. Knablein  
725 Lt. Benjamin D. Ford  
509 Capt. Arthur S. Marcoullier  
260 Lt. Clair W. Hill  
805 Lt. Reuban C. Ricketts

### 4 August 1944 KIEL, Germany

The most important port city in Germany was the target for the thirty-nine A/C dispatched by the Group. The target was hit with poor to good results.

## The Final Push

The 68th squadron (low left position) hit with good results while the other two squadrons hit with poor results. The 68th sent up twelve A/C on this mission. Moderate, fairly accurate flak was encountered in the target area with two A/C from the 68th sustaining "AC" damages and two with "A" damages. No EAC were seen. A second mission for this day found the Group hitting the VILLERS L'HOPITAL "buzz bomb" site, with unobserved results. The 68th sent up one A/C for this mission. Slight and inaccurate flak was encountered over the target area. The completion of this mission made it number TWO HUNDRED! In other words, this mission was the 200th accredited operational mission that this Group has flown since its first mission in November, 1942.

Sgt. Carroll E. Van Dyke was transferred to the 66th squadron today. Pvt. Donald E. Dawson transferred to the 2194 Quarter Master.

A/C numbers and Pilots were:

805 Lt. Reuban C. Ricketts  
224 Lt. Richard Donald  
596 Lt. Joy M. Smith  
553 Lt. Thomas Harrocks-Category "A" Damage  
643 Lt. John J. Borah  
427 Lt. Helmut R. Dimpfl  
349 Lt. Charles G. Gayman-Category "A" Damage  
805 Lt. Clair W. Hill  
098 Lt. Benjamin D. Ford  
381 Lt. James R. Collins-Category "AC" Damage  
725 Lt. Robert Knablein  
101 Lt. Elmer K. Kohler-Category "AC" Damage  
531 Lt. Raymond L. Mondloh

### 5 August 1944 BRUNSWICK, Germany

Thirty-four A/C plus six PFF ships were dispatched to Brunswick to hit the MAIG VERKS with the 44th leading the 14th Combat Wing. The 68th, flying as second squadron, sent up twelve A/C, one of which was forced back due to mechanical failure. The target was hit by the 68th with excellent results. The lead squadron hit the target with poor results and the third squadron hit the target with excellent results. The flak was moderate and accurate over the target. Again no EAC were encountered.

Captain Harold C. Morrison was transferred to the Zone of the Interior today.

A/C numbers and Pilots were:

156 F/O Thomas C. Kay  
098 Lt. Benjamin D. Ford

224 Lt. Robert C. Knablein  
805 Lt. John J. Borah  
643 Lt. Reuban C. Ricketts  
509 Lt. Clair W. Hill  
725 Capt. Theodore J. Bravakis  
260 Lt. Charles D. Peretti  
001 Lt. John R. Collins  
531 Lt. Robert L. Mondloh  
349 Lt. Charles C. Gayman

### 6 August 1944 HAMBURG, Germany

This is another great port city in Germany, but an oil refinery was the target for the bombs of the Group. The 44th flew high right element and also high element on the 392nd B.G. with one PFF ship and twenty-one other A/C. Our bombs hit directly on the MPI with eighty percent falling within 1000 feet. No EAC were observed and flak was intense and accurate. Friendly fighters were in evidence, although close support was not furnished. One PFF A/C, 42-95561 I+, flying Deputy Lead for the 492nd, was hit by flak just after bombing the target. The pilot, J.P. McKenna, apparently was able to pull out of a spin once or twice, but then would go into a dive again. Two chutes were seen at first and then eight more opened. The plane crashed and blew up in the target area. Seven of the twelve men aboard survived. The 68th sent up eight A/C on this mission, one of which aborted due to mechanical failure. There was intense and accurate flak of the barrage type encountered. Only one A/C from the 68th was undamaged. Four were hit with "AC" damages, one with "B" damage, and one with "A" damage. One A/C of the 66th was lost due to fierce flak conditions. Again no EAC were encountered.

Sgt. Robert O. Lindsey transferred to the 66th squadron on this date.

A/C numbers and Pilots were:

805 Lt. Robert L. Mondloh  
224 Lt. Reuban C. Ricketts-Category "B" Damage  
596 Lt. Joy M. Smith-Category "AC" Damage  
643 Lt. Jack Leibrich-Category "A" Damage  
098 Lt. William D. Kelly-Category "AC" Damage  
427 Lt. Helmut R. Dimpfl-Category "AC" Damage  
349 Lt. Thomas L. Harrocks-Category "AC" Damage

### 7 August 1944 SALEUX, France

A fuel dump with tank wagons near Amiens, France was our target for today. The 68th sent up



## The Final Push

seven A/C for this mission. The target was hit with excellent results. Moderate and fairly accurate flak was encountered over the target with but two of the 68th A/C sustaining category "A" damages.

A/C numbers and Pilots were:

553 Lt. Charles C. Gayman

805 Lt. Arthur R. Dittmer

381 Lt. John J. Borah

509 Lt. Clair W. Hill

427 Lt. Benjamin D. Ford

725 Lt. John B. Collins-Category "A" Damage

001 Capt. Theodore J. Bravakis-Category "A" Damage

**8 August 1944**

### LA PERTH AIRFIELD, France

La Perth Airfield at Romilly was hit by excellent results with twenty-five A/C from the Group. The 68th sent nine A/C on this mission. The A/C encountered slight but accurate flak over the target, with three of the 68th A/C sustaining "A" damage. The 506th lost an A/C to enemy flak. A/C 42-100415, *MYPEACH*, piloted by B.J. Komasiniski, went down approximately sixty miles east of Paris. Another 506th A/C was forced to return early due to engine failure; it banked into a dead engine, and spun in while in the traffic pattern. A/C 42-50328, piloted by M.G. Jacobs with a crew of ten, perished in this accident.

Lt. George J. Kelley, Jr. returned from Sweden today. Sgt. Percy Hilty returned from London today and claims he heard eight buzz bombs explode in less than an hour.

Lt. Charles Gayman, on the mission to Saleux, describes that just as their bombs hit the target near a railroad siding, two trains were passing in opposite directions with goods wagons. He could see locomotives and wagons hurled into the air. Gayman has only two more missions to go!

We hear that they are considering cutting off one of Lt. Olsen's legs. He was injured badly in the crash in the channel with Bonnet's crew. Sgt. Garvey is still holding his own, but it is doubtful he will ever fly again. Sgt. Kearney is to be court marshaled for insubordination.

A B-24 with a full crew and a full load of bombs crashed today. The ship had aborted from the mission and was seen earlier over the field with # 2 engine feathered. Each thousand pounder went off separately and caused a terrific explosion. The ship crashed



Eddie Dunn - Tail Gunner

Killed in action at Bernberg, Germany on July 7, 1944

about one mile north of our field. Ten men died in this crash.

**9 August 1944**

### SINDELFINGEN, Germany

Sindelfingen was the intended target, but due to overcast conditions the secondary, Saabrucken marshalling yards, was hit with good results by the Group. The 68th sent up seven A/C, five of which attacked the target. One aborted with no sortie credit being given and one aborted with sortie credit given. Both aborted due to mechanical failures. The Group encountered intense and accurate barrages of flak over the target. Two men of the 68th were wounded by flying flak fragments: Sgt. Don R. Hill and Lt. Fred B. Schuyler, co-pilot, who was severely injured and later was evacuated to the U.S.A. Three of our A/C suffered category "AC" damage, one "B" damage, and one "A" damage.

The following men shipped out today for the 12th RCD on their way to the States after completing their tour of operation: Sgts. Edward O. Blair, Gerald K. King, John A. Majewski, Arthur C. Mullen, Andres Palencia, Russell L. Parsons, Thomas P. Gurry, Monnisto, Joseph W. McNulty, Warren E. Moore, William W. Smith, George Sweeny, Jr., Michael Tarzia, Edmond F. Connors, William H. Brandon, Charles M. Ross, C.A. Martin, Thomas J. Fresch, and Lt. Edgar F. Murphy.

Sgt. John H. Shelton was released from the hospital and rejoined the squadron. Sgt. Kenneth J. Moore was transferred to the Zone of the Interior on

## The Final Push



Charles Cary - Pilot holding Hot Dog Herman.

this date along with Sgt. Martin N. Mannisto. Captain Meek went to the 50 Station Complement today. Sgt. Thomas A. Gureny and Sgt. Harry E. Koester completed their tour of operations.

### 11 August 1944 200TH MISSION PARTY

This is it!! Our big party was thrown today to celebrate our two-hundredth mission against the enemy. All thoughts of war were set aside so all the men could enjoy themselves in a day of fun and relaxation. Ball games were played against the "Brass" and the "Looeys," with the "Brass" declared the winners; volley-ball was between the Privates and 1st Sgts.; football was played by anyone who wanted to get in the game. Beer was everywhere and rank



Colonel Dent with William B. Altemus - Pilot  
Killed at Brunswick, Germany April 8, 1944

was nowhere to be seen; in fact, if rank was worn by anyone, they were immediately tossed into the duck pond at the Aero Club. Later on, many were tossed into the pond anyway, regardless of rank shown. General Johnson joined us from the 14th Combat Wing driving his chauffeur, Mike Fusano. The flag showing the rank of the officer was removed and one showing a sergeant stripes was in its place. A big stage show was given by the 8th AF Showboys, and the hangar was standing-room only.

### 12 August 1944 JUVINCOURT AIRFIELD, France

Well, the party is over and it's back to normal again. The 44th led the Wing, dispatching thirty-two A/C. The 68th sent up eleven A/C. The target was hit with good to excellent results. Flak was meager and inaccurate. Again there were no EAC seen by our Group. The 506th lost one A/C today due to flak: A/C 42-110024 P, piloted by T.J. McGuire.

A/C numbers and Pilots were:

805 Lt. J.R. Liebrich  
057 Lt. R.C. Knablein  
101 F/O T. Kay  
553 Lt. R.C. Ricketts  
531 Lt. R. Donald  
427 Lt. Roy Boggs  
805 Lt. W. Keeler  
596 Capt. T.J. Bravakis  
725 Lt. J.R. Collins  
001 Lt. A.H. Dittmer  
508 Lt. C.W. Hill

Ray McKenna received a letter from a girl in London who tells him that Nealon wrote to her saying Sgts. Churchill, Wenke, and Clemmons, along with Lt. Townsend, were dead. If this is a fact, we presume they were killed in the air by gunfire. Sgt. Edmund Connors along with several others departed today for the States via the 12th RCD.

### 13 August 1944 ROUEN, France

A tactical target was our objective today. A road junction between Le Harve and Rouen was hit with good results. The 68th sent up eight A/C, six of which sustained category "A" damages. Another 506th A/C was lost today. A/C 42-95150, piloted by John Miliken, and his crew were reported as POW.

The following men were transferred to the 458th Bomb Group: Captain Theodore Bravakis, Lt.

## The Final Push

John W. Aldridge, Lt. Phillip R. Hale, Lt. Winthrop C. Pierrel, Sgt. Edward A. Coppens, Sgt. Robert C. Manthey, Sgt. William A. Smith and Sgt. Herbert H. Zamler. Lt. Robert C. Baxter transferred to the 70th RCD on the first leg of his journey home and Lt. Robert A. Brown transferred to the Zone of the Interior. Lt. King and Sgt. Louvelle completed their tours today.

Having completed their tour of operations, the following men were transferred to the 12th RCD today on their way to the States: Sgts. Richard M. Brown, Herman L. Sapp, Herbert W. Russell, and Norman P. Linville.

The following men were transferred from the 492nd Bomb Group: Lt. Gus Konstand, Lt. George J. Parker, Lt. Donald A. Plunkett, Lt. George H. Oliver, Jr., Sgts. George Povich and Ralph J. Knight, Jr.

Sgt. Frank S. Mull went DS to Kirkham. Sgt. Harry J. Singer went DS to Station 582.

A/C numbers and Pilots were:

381 Lt. E.K. Kohler-Category "A" Damage  
643 Lt. J.R. Collins-Category "A" Damage  
643 Lt. J.J. Borah  
805 Lt. R.L. Mondloh-Category "A" Damage  
725 Lt. R.C. Ricketts-Category "A" Damage  
057 Lt. W.D. Kelly-Category "A" Damage  
260 Lt. C. D. Peretti-Category "A" Damage  
531 Lt. R. Donald

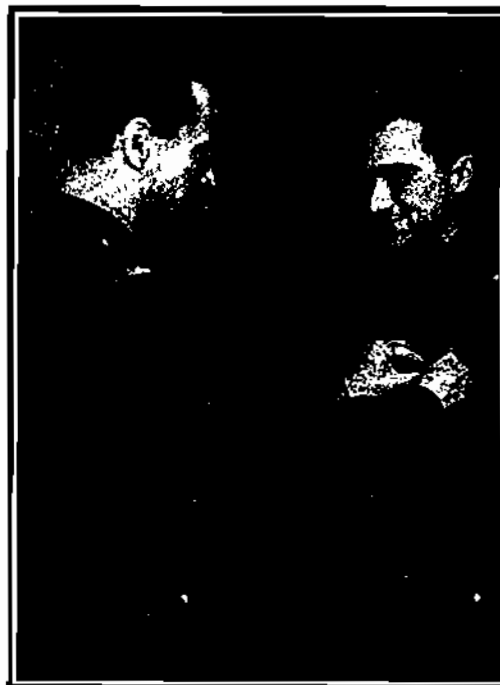
### 14 August 1944 LYON/BRON AIRFIELD, France

This airfield was attacked and hit with very good results by the Group in support of the landings that were to be made on the southern coast of France. The 68th sent up seven A/C on this mission. The flak was meager and inaccurate; none in the target area. We had excellent fighter support on this mission.

A/C numbers and Pilots were:

509 Lt. R.A. Edmonson  
057 Lt. J.R. Liebrich  
725 Lt. S.L. Dobbs  
531 Lt. A.H. Dittmer  
224 F/O T. Kay  
553 Lt. J.R. Collins  
101 Lt. R.L. Mondloh

Captain Chris Sand, Jr. returned to base from DS.



Colonel Dent with Harold "Spec" Bellard - Navigator  
Killed at Brunswick, Germany on April 8, 1944

### 15 August 1944 ARDORF AIRFIELD, Germany

Included in the twenty-four A/C dispatched by the Group were six from the 68th squadron. A second run was necessary, but the target was hit with excellent results. The flak was meager and inaccurate, with none of our A/C sustaining any battle damage. Again, good fighter support was provided today.

A/C numbers and Pilots were:

224 Lt. R. Donald  
001 Lt. W.D. Kelly  
643 Lt. R.W. Boggs ✓  
101 Lt. E.K. Kohler  
381 Lt. J.J. Borah  
427 Lt. W.M. Bridges

Today the R.A.F. and the 8th AF bombed German airdromes as part of a large plan to knock out advancement by the Germans in jet propulsion.

### 16 August 1944 KOTHEN, Germany

Kothen, the home of an aero-engine works, was the primary target for today. The target was hit with poor to excellent results. The first two squadrons hit the target with excellent results. The third squadron

## The Final Push

(68th) hit the target with poor results, due to a malfunction of the sighting equipment of the lead A/C of the second squadron. The 68th sent up twelve A/C on this mission, with but two sustaining battle damages. No EAC were seen and the flak was moderate and accurate, and of the barrage type.

A/C numbers and Pilots were:

509 Capt. Gus Konstand  
381 Lt. J.J. Borah  
725 Lt. R.L. Mondloh-Category "A" Damage  
101 Lt. E.K. Kohler  
349 Lt. J.R. Liebrich  
427 Lt. H.R. Dimpfl  
098 Lt. S.L. Dobbs  
805 Lt. W.D. Kelly  
553 F/O T.C. Kay  
001 Lt. A.H. Dittmer  
224 Lt. R. Donald-Category "A" Damage  
643 ← ~~NOT RECORDED~~

There is an exhibition boxing match here tonight between Billy Conn (who is over here on tour) and a guy named Mattricianni.

Captain Myron F. Sesit rejoined the squadron from the 93rd Group. Sgt. Leo J. Remkes rejoined the squadron from the hospital. Sgt. Harry E. Koester transferred to the 1287 M.P. Unit.

### 17 August 1944 STAND-DOWN

This stand-down was welcomed by all the ground personnel as providing a breather to catch up on the backlog of work. Many inspections were due and piles of T.O.s were awaiting incorporation in many of the planes.

Today the following men were transferred to the 8th AFRD, Station 594, on the first leg of their trip back to the States after completing their tour of operations: Captain Arthur S. Marcoullier, Lts. Joseph V. Principe, Henry T. Chiba, Charles S. Allen, Charles C. Gayman, Benjamin D. Ford, Bruff, Elmer K. Kohler, and Sgts. Bryson, Wood, James Weatherford, Alphonse Mattino, John R. Anderberg, Dominic J. Delperito, and Sgt. Kenneth R. Trusler.

The following men completed their tour of operations today: Lts. Robert H. Bowyer, Robert Dubowsky, Thomas L. Harrocks, and Grover C. Trumbo; Sgts. Edwin N. Breedlove, Arthur J. Thayer, James R. Trudeau, and Fred G. Tucker.  
Lt. Olaf W. Olsen transferred to the 91st hospital.

Lt. George J. Kelley, Jr. rejoined the squadron.

### 18 August 1944 NANCY/ESSEY, France

Twenty three of the twenty four A/C dispatched hit this airfield with excellent results, in spite of the fact that the second squadron had to make an additional run after being forced off their run just prior to "bombs away." The Germans used this base, from which their fighters and medium bombers operated. Much of the built-up area was severely damaged and the runways were peppered with craters. The 68th sent up eight A/C, none of which encountered flak or EAC. Lt. E. K. Kohler landed at St. Lo, France, due to a malfunction of engines. This field was just recently liberated by the Allies in their advance against the Germans. He and the crew returned to base on the 20th. *Barnhart - 643*

Sgt. Clarence R. Miller transferred to Group Headquarters. Pvt. Bernard Lathrop transferred to the 506th squadron.

### 19 August 1944 STAND-DOWN

Stand-down today—bad weather—and everyone appreciated the break.

Captain Willie Weant departed today on the first leg of his journey back to the States. Sgt. Frank Brandon transferred to the 12th RCD on his way home. Sgt. Anthony Ross finished up his tour of operations today. Lt. Fred B. Schuyler transferred to the 4209 hospital.

### 20 August 1944 STAND-DOWN

Again no mission; the weather has still not improved. Lt. Edward Lehnhausen and a full crew reported in to the squadron from Ireland today. Everyone thinks it odd that he would be assigned to a squadron in which his brother is Commanding Officer.

Sgt. Arne W. Miller transferred to Group Headquarters.

### 21 August 1944 STAND-DOWN

The third day in a row that we have had a stand-down! A man could get used to this sleeping in past three a.m. It is kind of nice to walk to the mess hall without a flashlight.

## The Final Push

Lt. Walter S. Bunker was transferred to the 4274 Hospital on this date. Lt. Thurston E. VanDyke was released from the hospital and returned to combat duty.

### 22 August 1944 STAND-DOWN

Another stand-down! Who would believe this weather in August? Joy Smith was promoted to captain today, as were Robert Edmonson, Arthur Grimes, Charles D. Peretti and Edwin J. Purcell. Cpl. Frederick Quisenberry returned from DS.

### 23 August 1944 LAGENHAGEN AIRFIELD, Germany

Finally we had an early morning briefing for this airfield, but the mission was scrubbed as bad weather continues to hamper our operations.

Lt. John W. Karll and Sgt. Harry Powers have completed their tours. The following men were transferred today to the 12th RCD on their way to the States: Lts. David L. Barlow, Eugene Kanal, Leon O. Meyer, Norman J. Peterson, Reuban C. Ricketts, and Smith; Sgts. Charles J. Alexander, Irving A. Barber, Branfort, Richard M. Breon, Robert C. Burns, Alonzo Collins, Harry Cowells, Padgett, Laurence Perrine, Anthony Saso, Lloyd K. Thompson and Frank W. Woodstock. Pvt. Louis Pearsall transferred to the 327th Station Complement.

### 24 August 1944 LAGENHAGEN AIRFIELD, Germany

After five days of bad weather with no flying, this airfield was again scheduled for today. Twenty-four A/C from the Group, with seven sent up by the 68th, dropped their bombs on this FW assembly field with good to excellent results. The attacking forces encountered very stiff flak defenses in the target area, with the 68th A/C #098 being shot down by enemy flak. It was last seen in flames but under control. Two chutes were seen.

Sgt. Floyd W. Konneka completed his tour today.

A/C numbers and Pilots were;

805 F/O T. Kay  
725 Lt. R.L. Mondloh-Category "A" Damage  
427 Lt. W.E. Bridges-Category "A" Damage  
224 Lt. Richard Donald-Category "AC" Damage  
101 Lt. Elmer K. Kohler-Category "AC" Damage

001 Lt. R. M. Boggs-Category "A" Damage

A/C # 44-40098 B, *LONE RANGER*, MACR 8273 had the following men on board:

P	2nd Lt. Arthur H. Dittmer Glendale, LI, NY	0-818843
CP	2nd Lt. Marvin J. Reddick Avon Park, FL	0-813419
N	2nd Lt. Arnold A.H. Grueber Byron, NE	0-716690 <sup>50</sup>
B	2nd Lt. Wayne R. Davis Pendelton, OR	0-717040
E	T/Sgt. John E. Devich Duluth, MN	37275604
RO	S/Sgt. John W. Domogala Central City, PA	33756755
WG	Sgt. Raymond Gasperetti San Francisco, CA	39043892
WG	S/Sgt. Homer H. Braswell Bufaula, AL	14105559
BG	S/Sgt. Eugene B. Fogelstrom Staples, MN	37317934
TG	Sgt. Grover L. Dobson Mount Airy, NC	6397582

Fogelstrom was a fill-in from the 66th squadron. Dittmer and Gasperetti were lined up and shot by the Gestapo. Braswell was KIA and all other crew members were listed as POW.



Colonel Gibson with David Alexander - Pilot  
Completed his tour on August 10, 1944

## The Final Push

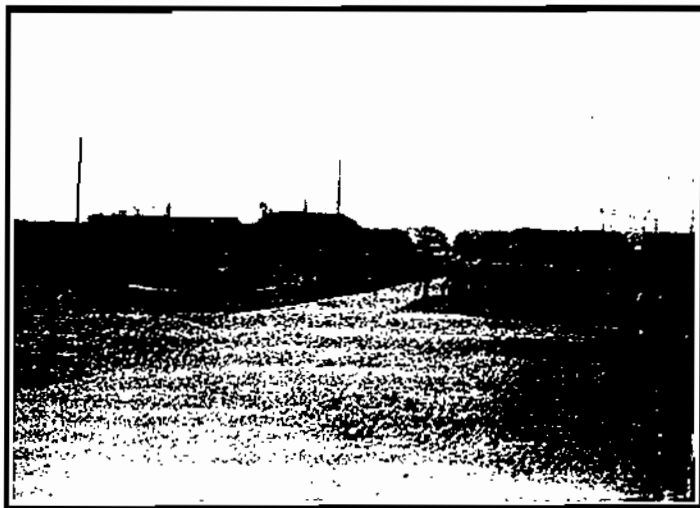
MACR #8273 includes this information: "At 1127 hours, A/C 098 was seen to peel off from the formation with its #3 engine and right wing in flames. When last seen, it appeared under control and two chutes were seen."

The Navigator, Arnold H. Grueber, provided additional information,

I had been flying with two or three crews—lack of manpower, you know. Was flying with the Minnesota boys every day, and when my crew was called up, I flew with them. This day I was flying with my crew and we were tail-end Charlie. The low slot was clobbered heavily by anti-aircraft fire. It not only riddled the aircraft with holes, it also set us afire and knocked out #4 engine. I bailed out at 24,000 feet and the darned plane went into a flat, but wide spin and came at me four times! It landed in the same dry field as I did, cartwheeled, and all hell broke loose.

Injured, I was picked up by the hostile civilians and saved from hanging when the Luftwaffe Polizei arrived. Just like the old movies! I was taken to a temporary hospital and put into a room where a B-17 pilot was bedded down. He was severely burned—name of Maier, from Minnesota. I tried to nurse him the best I could while we were being transported to Dulag, near Frankfort. But I don't believe my "litter patient" survived.

I was immediately identified as a traitor by my captors because both my grandfather and great grandfather had gone to the USA in the 1870s after having had lived in the Hanover area.



Entrance to the 68th Squadron.

Apparently all the crew parachuted safely except Homer Braswell.

S/Sgt. Eugene Fogelstrom, substitute from the 66th squadron remembers,

This was to be a routine flight. I thought that it would be a milk run as it was over water most of the way and we had been there before. Dummer Lake was our IP and always had accurate flak.

From my position, I could see smoke, and some fire too, coming out of an engine when the alarm was sounded. I was the second one out and counted to ten, pulled the rip cord, and felt a slight shock when the chute opened.

I looked around but couldn't see the plane or any other chutes. It was so quiet: no breeze, and so beautiful. I seemed so stationary that I began worrying that I was too light and was just suspended there.

Then I noticed that I was losing altitude and quit sweating, so I reached into my pocket for a cigarette. But my lighter was in a lower pocket, so I started to unstrap my leg strap to get at it. Then it dawned on me I could fall right out of my chute, so I gave it up. Have always wondered what the Germans would have thought of me coming down smoking a cigarette.

Two of our A/C had category "AC" damage and three had "A" damage. Only one A/C from the squadron escaped flak damage.

This evening at the M.P. gate-entrance to the field, Sgt. Dobson's girl friend, an English gal, was waiting for him. One of our gunners was forced to tell her his ship went down today. Another crew member, Homer Braswell, was a boy who worked in armament and went on combat as a tail gunner.

25 August 1944

### SCHWERIN AIRFIELD, Germany

This airfield is where FW 190s are assembled. The target was hit visually with excellent results by all three squadrons. The 68th sent up twelve A/C, with eleven attacking the target. Only one A/C sustained battle damage. The flak was light and inaccurate and no EAC were encountered. Fighter support was excellent.

The following men were transferred to the 8th AFRD after completing their tours: Lts. Robert

## The Final Push

Brackett, William Sims: Sgts. William Berger, William H. Garside, C.L. Hudspell, and Theodore L. Sassano.

A/C numbers and Pilots were:

596 Lt. W.J. Keeler  
805 F/O T.C. Kay  
725 Lt. J.J. Borah  
427 Lt. R.L. Mondloh  
001 Lt. J.R. Collins  
224 Lt. J.R. Liebrich  
349 Lt. W.D. Kelly ✓  
101 Lt. E.K. Kohler  
509 Lt. H.R. Dimpfl  
057 Lt. R.C. Knablein  
553 Lt. R.M. Boggs  
643 Lt. R.G. Seever-Category "A" Damage ✓

### 26 August 1944 SALZBERGEN, Germany

Twenty-two A/C plus 2 PFFs took off to bomb this oil refinery target, which was hit with excellent results. The oil refinery was defended with negligible effort—as flak and enemy fighter defenses were nil. Seven A/C from the 68th made this mission.

A/C numbers and Pilots were:

805 Lt. E.L. Barnhart  
224 Lt. R. Donald  
553 Lt. R.H. Hayden  
725 Lt. J.J. Borah  
349 Lt. R.J. Green  
101 Lt. E.K. Kohler  
001 F/O T.C. Kay

### 27 August 1944 BASDORF, Germany

An aero-engine factory near Berlin was the secondary target after the primary target, Wezendorf, was scrubbed due to weather. The mission was recalled shortly after the Group crossed the German coast, so no bombs were dropped on the target. The weather was closing in and unsuitable for bombing purposes. Twelve of the 68th A/C received sortie credit for this mission. The flak encountered was slight and inaccurate.

A/C numbers and Pilots were:

509 Lt. J.C. Hobbs  
381 Lt. J.R. Collins  
596 Lt. H.R. Dimpfl  
805 Lt. R.G. Seever  
057 Lt. R.C. Knablein



Robert "Foots" Lee - Pilot with Chuck Cary - Pilot  
Both completed their tours in the Spring of 1944

071 Lt. R.H. Hayden  
725 Lt. J.J. Borah  
001 F/O T.C. Kay  
224 Lt. R. Donald  
101 Lt. E.L. Barnhart  
349 Lt. J.R. Liebrich  
805 Lt. W.D. Kelly

### 28/29 August 1944 STAND-DOWN

Stand-down for both days due to the weather. The line crews took advantage of these two days to catch up on much needed maintenance and Technical Orders that were awaiting implementation.

Sgts. James W. Bowery, Max E. Carson, and Robert O. Ferrell transferred to the 17th RCD on the first leg of their trip back to the States after completing their tour of duty.

### 30 August 1944 HAUTE-MAISNE, France

The last mission for the month was flown today to a military installation target near Abbeyville. This target was hit with unobserved results. The 68th sent up three A/C today with none receiving battle damage. The flak was meager and accurate.

The month ended with the Allies rolling the reeling enemy back across the once occupied lands of



## The Final Push



44-40098 THE LONE RANGER

Lost at Langenhagen, Germany on August 24, 1944

the Fatherland of the German Nazi war machine. This month marked the two-hundredth mission for the Group.

A/C numbers and Pilots were:

427 Lt. H.R. Dimpfl  
725 Lt. R.L. Mondloh  
805 Lt. W.D. Kelly

Cpl. George A. Young transferred to the 50th Station Compliment.

Statistical information for the month of August: One hundred and seventy-one accredited operational sorties were made by the A/C of the 68th; three A/C aborted due to mechanical failures; one A/C and one crew are listed as Missing in Action; two combat men are listed as Wounded in Action; a total of thirty-five A/C received battle damage. The results of the missions are as follows: one with poor results; four with good results; two with very good results; ten with excellent results; three with unobserved results; and one with no bombing results. A very good record indeed.

Some of the men who joined the squadron this month were:

Carl E. Adams, Carl A. Anderson, Jr., John P. Barnett, Steve Bartos, William Berger, John C. Black, Roy M. Boggs, Robert A. Bostwick, Wyman M. Bridges, Peter B. Budarf, Joseph L. Cadrin, Salvatore N. Carlonza, R. Casperetti, Lester M. Clark, George A. Converse, Wilbert L. Couvillion, Howard R. Dakin, Addison C. Davis, Byron C. Davis, Richard H. Davis, Julian H. Dayball, Dante P. Digiacinto, Chester T. Bobrowski, Grover L. Dobson, Eugene Drake, Wil-

lard R. Dunwoody, Thomas Edminston, Wayne Ellberg, Ivan W. Fink, Frederick W. Fowler, Jr., Walter O. Franks, Earnest C. Fuxa, Irving L. Gaines, Howard N. Garrett, William H. Garside, Raymond Gasperetti, Laurence H. Giles, Arthur V. Grimes, Louis Guerrera, Noah Gunter, James P. Hall, Charles E. Hammer, Ralph H. Hayden, Richard D. Haynam, John C. Hobbs, Samuel H. Holden, William E. Huey, K. Johnson, Newell W. Johnson, Kearney, William J. Keeler, Thomas J. Keenan, Ralph J. Knight Jr., Kohley, Gus Konstand, Bernard Lathrop, Edward C. Lehnhausen, William E. Loflin, William B. Lybarger, Henry Masiejczyk, Meek, Monnisto, Robert E. McGee, Charles B. Norris, Richard L. O'Brien, Donald E. Ocker, George H. Oliver Jr., Lewis Pearsall, Robert L. Phillips, Donald A. Plunkett, George Povich, Joy F. Rehmel, Calvin C. Reinecke, Donald H. Rosenberg, Henry Ruiz, Elbert D. Ruhland, Robert G. Seever, John J. Shea, Edward B. Sicard, Malcolm R. Smith, Reubin J. Stephanovich, John R. Sutton, Abraham Teitel, Charles Torno, Ed W. Townsend, William J. Trageser, Jr., Carroll E. Van Dyke, Joseph V. Vanacek, Kenneth J. Waite, Leonard Witkin, Donald E. York, George A. Young, William C. Young.

### SEPTEMBER 1944

During the month of September, the 44th Group hit sixteen targets in Germany, with the marshalling yards of several cities being the main objectives in



Colonel John Gibson awarding the Air Medal to Dr. Myron F. Sesit - Flight Surgeon from the 68th

## The Final Push

most cases. The majority of the month's missions were with unobserved results. During the entire month, the 68th lost no A/C to the enemy, nor did the 68th have any A/C that were forced to abort for any reason—personnel or mechanical. During the month, the 68th received one hundred and eight operational sortie credits, of which none were aborted. Thirty-six A/C were damaged during the month by the enemy flak and small gun fire. During the month there occurred a mission that reminded some of the older "boys" of the famed Ploesti mission. This was the low altitude mission in which supplies for the troops at the front were dropped. The planes flew at altitudes of some 200 to 300 feet. Nearly every A/C of the 68th received battle damage, but miraculously none of our personnel were wounded. Of course, this mission was hardly comparable to the famed PLOESTI mission in distances flown or the objective, but the similarity of low altitude flying by the heavies could not help but force us to recall our earlier days and the earlier low altitude mission.

### 1-4 September 1944

On the 1st, we were briefed and took off on a mission to Foret-de-Hagenau, but the weather turned foul and the mission was abandoned over friendly territory.

The following men returned to base after being interned in Sweden: Lt. John R. Jordan, Sgts. James M. Goza, George L. Kelsey, Samuel H. Miller, Samuel Paffenroth, and Walter U. Wells.

On the 2nd, 3rd and 4th of the month, the weather was still in control of activities at Shipdham; there was no flying, but lots of maintenance to be performed.

### 5 September 1944 KARLSRUHE, Germany

This target was a railroad center in southern Germany, near the French border. The 68th sent up seven A/C with the twenty-four dispatched by the Group. The target was hit with poor to excellent results. Six of the Group's A/C landed on the Continent due to damages and mechanical reasons. Two of the 68th A/C were damaged by flak, which was moderate and accurate. One A/C from the 66th crash-landed in a field after the four engines cut out (A/C # 42-95189).

A/C numbers and Pilots were:  
596 Lt. S.L. Dobbs

805 Lt. E.C. Lehnhausen  
349 F/O T.C. Kay  
001 Lt. R.C. Knablein  
427 Lt. H.R. Dimpfl  
553 Lt. R.M. Boggs-Category "A" Damages  
101 Lt. J.H. Dayball

*643 CRAVENS 66 Sq + CRAVENS, CAC*  
Six A/C from the Group landed on the continent due to damage and mechanical problems. Two of the 68th A/C were damaged by flak which was moderate and accurate.

Lt. Joseph W. Parks, Jr. transferred to the 93rd Bomb Group today. Sgt. Joseph E. Wawerna transferred to the 8th AFRD after completing 22 missions.

### 6 September 1944 BRUNSWICK, Germany

This mission was scrubbed right after briefing due to the foul weather. The weather remained bad enough all day to ground any training or practice flying.

Lt. Ralph H. Hayden was transferred to the 66th Squadron today.

### 8 September 1944 KARLSRUHE, Germany

Karlsruhe marshalling yards was the target again today, with thirty four A/C plus two PFFs dispatched by the Forty Fourth. The 68th sent up eight A/C. The bombing results were very good. Enemy resistance was nil except for a few bursts of flak. Captain Gus Konstand led the Group, Wing, and Division on this mission.



Harry "Bull" Durham - Adjutant with Joy Smith - Operations Officer. Note the white nose on the Eightball identifying the Squadron as the 68th.

## The Final Push

A/C numbers and Pilots were:

224 Lt. R.L. Mondloh

725 Lt. J.J. Borah

349 Lt. E.L. Barnhart

381 Lt. R.C. Seever

057 Lt. W.G. Ritter

001 F/O T.C. Kay

553 Lt. R.M. Boggs

660 Capt. Gus Konstand

Sgt. Robert D. Sigrist completed his tour of operations.

### 9 September 1944 MAINZ, Germany

These marshalling yards, located in the Rhine River Valley, were the objective of the bombs of the Forty-Fourth. This was after the early morning mission to ULM marshalling yards was scrubbed. The Group dispatched thirty-four A/C, of which nine were from the 68th squadron. The target was bombed with unobserved results by PFF methods. The flak at the target was intense and accurate, the 68th sustaining battle damages on seven of the nine A/C sent on this mission. Fighter support was excellent.

A/C numbers and Pilots were:

509 Lt. W.J. Keeler

725 Lt. J.J. Borah

001 Lt. E.L. Barnhart

381 Lt. R.G. Seever

805 Lt. E.C. Lehnhausen

349 Lt. W.O. Franks

224 Lt. J.R. Liebrich

553 Lt. W.D. Kelly

### 10 September 1944 ULM, Germany

The ULM marshalling yards were hit by the Forty-Fourth with thirty-one A/C, nine of these being from the 68th squadron. Captain Frank Davido flew Deputy Lead Command of the Group. The target was bombed with unobserved results due to the weather conditions. The flak was slight and accurate at the target, inaccurate and slight elsewhere. Seven A/C of the Group received damages from flak; two were 68th A/C. Colonel Eugene Snavely flew as Command Pilot of the Group and Wing.

A/C numbers and Pilots were:

596 Lt. S.L. Dobbs

101 Lt. W.D. Kelly

805 Lt. H.R. Dimpfl

725 Lt. R.L. Mondloh

427 Lt. R.E. Suddreth

001 Lt. J.R. Liebrich

381 F/O T.C. Kay-Category "A" Damage

260 Lt. R.M. Boggs-Category "A" Damage

349 Lt. W.G. Ritter

Lt. Robert C. Knablein completed his tour of operation. Lt. Carl O. Haworth transferred to the 70th RCD on his way home.

### 11 September 1944 HANNOVER, Germany

The Hanomag Works was hit with thirty-five A/C from the Group. The 68th put up eleven A/C for this mission. Six of the 68th A/C received battle damage from the flak, and the Group sustained a total of twenty A/C damaged. The target was hit with excellent results by the lead squadron, and poor results by the two trailing squadrons. The 68th has had NO abortives due to any reason what-so-ever thus far this month.

A/C numbers and Pilots were:

660 Capt. Gus Konstand, Deputy Group Lead-  
Category "AC" Damage

101 Lt. W.F. Ritter

553 Lt. E.C. Lehnhausen-Category "A" Damage

805 F/O T.C. Kay-Category "A" Damage

427 Lt. W.O. Franks-Category "A" Damage

224 Lt. W.L. Barnhart

381 Lt. R.G. Seever-Category "A" Damage

596 Lt. R.E. Suddreth

509 Lt. J.J. Borah

725 Lt. R.L. Mondloh-Category "A" Damage

Lt. Richard Donald completed his tour of operations.

### 12 September 1944 MISBURG, Germany

The Hanomag Works at Misburg was our target for today. The Group put up twenty-four A/C, with the 68th putting up five. There were no EAC encountered and the flak was moderate and inaccurate. Lt. William J. Keeler led the Group and the "B" Wing on this mission.

A/C numbers and Pilots were:

224 Lt. J.R. Liebrich

001 Lt. J.H. Dayball

427 Lt. W.D. Kelly

725 Lt. H.R. Dimpfl

## The Final Push

### 531 Lt. W.J. Keeler-Lead Group & "B" Wing

Lt. Walter B. Zerman transferred to the 4210 hospital.

Sgt. Frank W. Gavin returned to base from Sweden where he had been interned since November 18, 1943.

**13 September 1944**

### SCHWABISH/HALL AIRFIELD, Germany

This ME 262 Jet-propelled A/C base was bombed by thirty-two A/C from the 44th. The results were excellent. Three of the Group's planes attacked the marshaling yards at Darmstadt with the 453rd Bomb Group after they became separated from our main force. There were no EAC encountered although some were seen. The flak was very accurate and intense in the Rhine River area. Of the nine A/C that the 68th sent on this mission, five were damaged by flak.

A/C numbers and Pilots were:

509 Lt. S.L. Dobbs-Sqd. Lead, Category "A" Damages  
725 Lt. J.J. Borah-Category "A" Damages  
001 Lt. J.R. Collins  
553 Lt. R.L. Mondloh  
260 Lt. R.M. Boggs-Category "A" Damages  
427 Lt. W.O. Franks  
349 Lt. R.E. Suddreth  
805 F/O T.C. Kay-Category "A" Damages  
101 Lt. E.K. Kohler-Category "A" Damages

Lt. Lauren A. Fisher, Sgt. William J. Flood and Sgt. Edward F. Daume completed their tour of operations. Lt. Phillips transferred to the 66th Squadron. Lt. Hiram C. Walker transferred to the Zone of the Interior after his internment at Tutow.

**14-17 September 1944**

On the 14th, we were briefed for a mission to Gustrow, near Berlin, but it was scrubbed.

The 15th was a stand-down and the time was spent catching up on much needed maintenance.

After completing their tours of operations, the following men were transferred to the 12th RCD on their way to the States: Lts. Edwin J. Purcell, Donald A. Plunkett, and Mockley, Sgts. Carl A. Anderson, Jr., John P. Barnett, Norman P. Bergh, Charles E. Hammer, Willie R. Loving, Irvin N. Selm and Robert

D. Sigrist. Sgts. Percy W. Hilty and Joseph E. Wawerna were transferred to the 8th AFRD for their trip home. Lt. Robert C. Knablein transferred to the 12th RCD on his way to the States.

On the 16th, a mission was scrubbed after briefing at 1400 hours. This was to have been over flak batteries at Schowen, Holland. Lt. Wyman Bridges and Sgt. Robert E. Gjestrum transferred to the 12th RCD.

**17 September 1944**

All crews of the Group participated in a practice mission at low-level! This caused the rumor mill to go into high speed output all over the base. Several quonset huts were wired with speakers from the radio in Sgt. Joe Mooney's hut, but what most men didn't know was that Joe had a microphone that would allow him to "interrupt" social programs to bring us the "latest news" from BBC. It was this evening (9/17) that someone looking for a crap game walked in on Joe during one of his many "news" broadcasts and caught him red-handed.

**18 September 1944**

### BEST, Holland

The Group dispatched forty A/C, ten from each squadron, to drop supplies and ammunition to our airborne troops that have been behind enemy lines around the town of Best, Holland since yesterday. This entire mission was carried out at low-level from the time the planes left the English coast until they were back in England, near home base. They departed the English coast at 1100 feet, entered the Dutch coast at the same altitude, and dropped below 400 feet in the target area. Then they flew up to 3000 feet back to the Channel, and down to 1000 feet back to base. Our airborne troops were holding bridgeheads across the Rhine in that area, especially the NUMUDJEN bridge. The results were an heroic effort, both successful and unsuccessful. Nearly every A/C that participated was damaged by small arms fire and light flak. The planes were flying over the intended target as low as 150 feet. The entire Group was most successful in the part that they played on this date. Of the entire Group, only two men were WIA. Three ships were involved in crash-landings due to flat tires and other damages. A total of twenty-six A/C showed some type of damage from enemy fire.

A/C numbers and Pilots were:

596 Capt. G. Konstand—Sqd. Lead  
225 Lt. J.H. Dayball A-725

## The Final Push



Left to right:  
 Ralph Barron - Crew Chief.  
 Ed Gauronskas - Mechanic.  
 Robert Manter - Mechanic.  
 Earle "Slim" Summers - Mechanic.  
 David Maddox - Mechanic.  
 in front, Leslie McDowell - Mechanic.

Some of Flight "C" Ground Crew  
 Standing left to right:  
 Harry "Steve" Callender.  
 Bill Wickham.  
 Earle "Slim" Summers.  
 Clarence Gehrt.  
 Art Wilson.  
 Kneeling, left to right:  
 Emil Heinrich.  
 Cecil Lawrence.  
 C.E. Lee.  
 Freddie Scheidegger.  
 Herb Hedinger.  
 Joe Crisman.  
 Harold "Pappy" Hill.



One of our Ground Crews:  
 Barton Cramer - Crew Chief.  
 Jack "Chiggerhead" Waites.  
 Joe Crisman.  
 Ross Gay.  
 Art Wilson.  
 John Zarnosky - Flight Chief  
 Frank Ulatowsky - Instrument Specialist

## The Final Push

224 Lt. J.R. Liebrich  
509 Lt. J.R. Collins  
260 Lt. R.M. Boggs  
553 Lt. W.G. Ritter  
427 Lt. E.L. Barnhart  
101 Lt. G.A. Washburn  
381 Lt. R.G. Seever  
805 Lt. E.C. Lehnhausen

### 19 September 1944 STAND-DOWN

Sgt. James T. Garvey was transferred to the 4144th hospital. Sgt. Robert D. Taylor returned from DS AM/School.

### 20 September 1944 KASSEL, Germany

After briefing and loading up, this mission was scrubbed prior to take-off.

### 21 September 1944 KOBLENZ, Germany

We had an early briefing this morning for this important marshalling yard but it too was scrubbed at take off due to inclement weather. Sgt. Roland A. Nelson transferred to the 323rd Bomb Group. PFC Frederick A. Kenyon rejoined the squadron from the hospital.

### 22 September 1944 KASSEL, Germany

There was some difficulty at take-off time this morning when four of the briefed crews could not take-off. The marshalling yards at Kassel were hit with twenty A/C from the Group, four of which were from the 68th Squadron. The target was hit with unobserved results. There were no EAC encountered and the flak was meager and inaccurate.

A/C numbers and Pilots were:  
509 Lt. W.J. Keeler—Sqd. Lead  
427 Lt. W.D. Kelly  
224 Lt. E.K. Kohler  
725 Lt. H.R. Dimpfl

### 23 September 1944 STAND-DOWN

It rained all day here at the base and the adverse weather conditions kept us grounded.

The following men transferred to the 9th Air Force: Sgts. R.R. Gilchrist, Louis Goodman, and Joseph J. Niedwich.

### 24 September 1944 STAND-DOWN

Another stand-down today. Weather is still bad; however, it cleared enough by afternoon to get a few planes up for some practice flying.

Lt. Richard H. Pendelton, Jr. (Ploesti veteran) transferred from the 67th Squadron today.

Lt. Joseph R. Jordan transferred to the 70th RCD on his way to the States. Sgts. James M. Goza, and Walter U. Wells transferred to the 70th RCD. Sgt. Samuel Paffenroth transferred to the 12th RCD.

### 25 September 1944 KOBLENZ, Germany

The marshalling yards at Koblenz were the target for the thirty A/C dispatched by the 44th, with twenty-nine of them bombing the target. The bombing was done by the PFF method through 10/10ths cloud cover with unobserved results. Seven of these A/C were dispatched by the 68th Squadron. The flak was moderate and inaccurate, causing no damage to the A/C.

A/C numbers and Pilots were:  
660 Lt. S.L. Dobbs—Deputy Group Lead  
101 Lt. J.R. Liebrich  
553 Lt. R.M. Boggs  
381 Lt. R.L. Mondloh  
224 Lt. E.C. Lehnhausen  
427 Lt. R.E. Suddreth  
582 F/O T.C. Kay

### 26 September 1944 HAMM, Germany

The Group dispatched twenty-three A/C plus two PFFs to hit these marshalling yards. The primary target was for a visual run and the secondary would be a PFF run if the weather was closed-in. One A/C aborted and one did not bomb due to a malfunction of a bomb rack. The 68th sent up seven A/C. The bomb run was PFF so the results were unobserved. The flak at the target was slight and fairly accurate, with but a single A/C from the 68th sustaining battle damage.

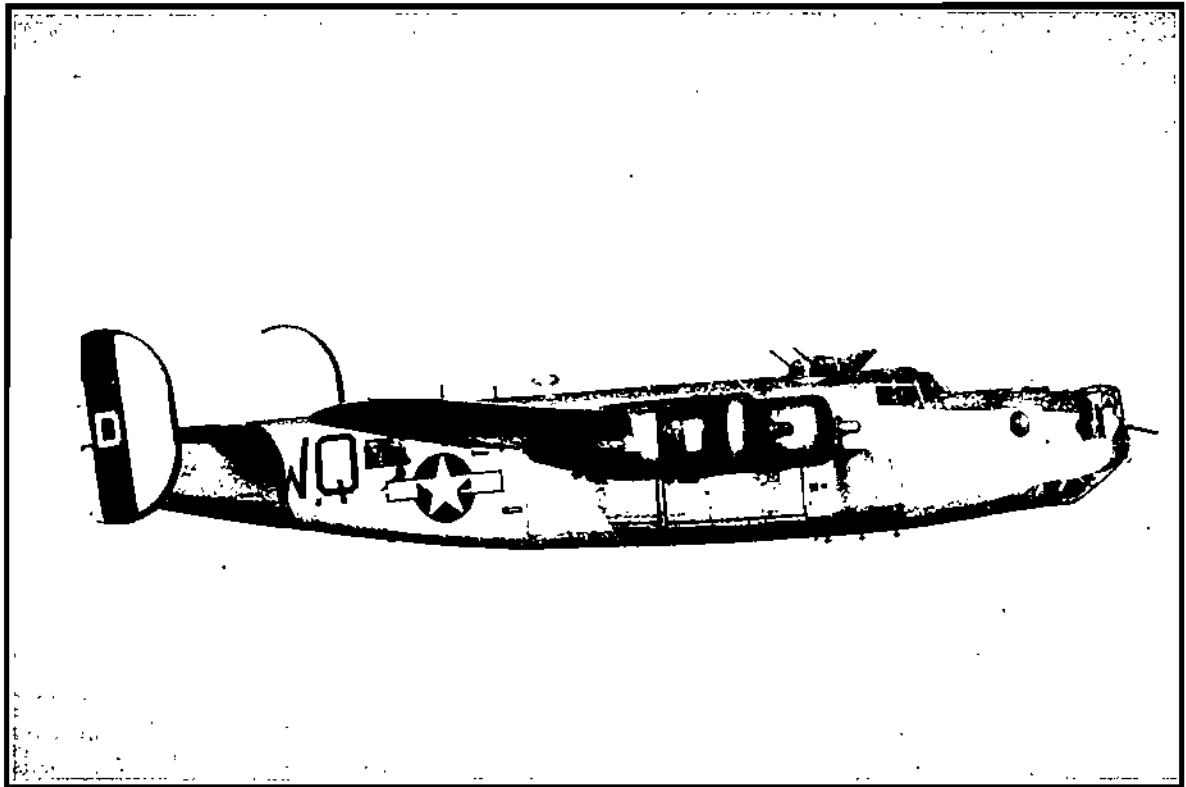
## The Final Push



Colonel Robert Lehnhausen awarding the Air Medal  
to Calvin C. Reinecke - Bombardier



Norman Lineville - Gunner  
Completed his tour on August 13, 1944.



A/C 42-50381 Lost at Leverkusen, Germany on October 18, 1944  
with Julian Dayball and Crew.



## The Final Push

A/C numbers and Pilots were:

660 Capt. C.D. Peretti-Group and "B" Wing Lead  
806 Lt. E.L. Barnhart-Category "A" Damage  
711 Lt. J.H. Dayball  
101 Lt. E.K. Kohler  
427 Lt. W.D. Kelly  
381 Lt. W.G. Ritter  
725 Lt. J.R. Collins

**27 September 1944**  
**KASSEL, Germany**

Twenty-nine A/C were dispatched today to bomb the tank factory at Kassel. Eight A/C were sent up by the 68th Squadron. There were no EAC encountered and the flak was moderate and inaccurate. The target was hit with unobserved results, being bombed with the PFF method.

A/C numbers and Pilots were:

596 Lt. W.J. Keeler—Squadron Lead  
427 Lt. R.M. Boggs  
381 F/O T.C. Kay  
582 Lt. W.O. Franks  
725 Lt. R.E. Suddreth  
805 Lt. E.C. Lehnhausen  
224 Lt. G.A. Washburn  
260 Lt. R.L. Mondloh

Lt. Thurston E. VanDyke transferred to the 4245 hospital.

**28 September 1944**  
**KASSEL, Germany**

The marshalling yards are still being attacked. The yards were hit again by the 44th with unobserved results. Thirty A/C were sent by the Group, seven of which were from the 68th Sqd. Flak was slightly more accurate at the target today. The Ack Ack gunners are getting practice on a more regular basis lately...at our expense.

A/C numbers and Pilots were:

660 Lt. W.J. Keeler—Deputy Group, "A" Wing Lead  
596 Lt. R.G. Seever  
711 Lt. W.G. Ritter  
260 Lt. J.J. Borah  
618 Lt. D.H. Dayball  
805 Lt. J.R. Collins  
725 Lt. J.C. Gillespie

The following Ground Men were rotated to the States today due to age and service time: Sgts. Harvey L. Cleveland, Albert T. Gillis, John W. Eberhart, Robert Doucette, and Ponie Johnson.

**29 September 1944**  
**STAND-DOWN**

Lt. Lasco was in Operations today. He has been temporarily transferred to the 68th Squadron from the 66th Squadron. When the Russians went through Rumania they liberated hundreds of British and U.S. Airmen. Lt. Lasco was one of them and he was also one of the pilots from the Group that went down at Ploesti on August 1, 1943. He told many interesting stories about when he was a prisoner. He said that he was ready to land his ship because of mechanical failure when they were hit by fighters. Most of his crew were killed by gunfire. He was wounded in the mouth and all his teeth were knocked out. He has some bad scars about the lips and jaws. He and his engineer were picked up by a farmer in a cart. The engineer was wounded in the lungs and died in the cart. The engineer, Sgt. Leonard L. Raspotnik, was from the 506th squadron.

Sgt. Douglas Ratledge transferred to the 12th RCD after completing his tour of operation.

Sgt. Reginald L. Ferguson returned to base from the continent. He had gone down over St. Tround back on May 9th.

**30 September 1944**  
**HAMM, Germany**

The Group dispatched twenty-nine A/C today to hit the marshalling yards at Hamm. The target was hit with unobserved results by PFF methods. The 68th sent up eight A/C on this mission. There were no EAC encountered and the flak was moderate and accurate at the target area. Two of the 68th A/C were damaged with category "A" damages. The 66th lost one A/C to reasons unknown. A/C 44-10531 R+, flown by Lt. Ledford, was MIA. A/C 42-51224 W, a 68th ship, and 42-94846, a 67th ship, both left the formation and reported by VHF that they were landing in Brussels. 224 had lost #4 engine. Both crews came back to base in #224 on October 1st. #846 was eventually repaired and returned to base.

A/C numbers and Pilots were:

509 Capt. G. Konstand—Squadron Lead  
596 Lt. R.M. Boggs-Category "A" Damage  
553 Lt. G.A. Washburn  
101 Lt. E.K. Kohler-Category "A" Damage ✓  
725 Lt. R.E. Suddreth  
224 F/O T.C. Kay  
427 Lt. E.L. Barnhart  
582 Lt. W.O. Franks

*Brussels*

## The Final Push

Sgt. Harry R. Snead Jr. transferred to the 12th RCD on his way home. Lt. Richard H. Pendelton, Jr. transferred to the 67th squadron. Pvt. Clifford A. Pearce transferred to the 221st hospital.

During the month of September, the 68th ran up a total of one hundred and eight operational accredited sorties without having a single abortion due to any reason. Railroad marshalling yards bore the brunt of attacks by our Heavies. The 68th had thirty-six A/C that sustained battle damages during the month without suffering any casualties or losses of aircraft. However, on two occasions, forced landings on the continent were made by the 68th crews. The squadron participated on all fourteen of the operational missions flown during the month.

Some of the men who joined the squadron this month were:

James R. Baker, John T. Calahan, Roy M. Devlin, Edwin R. Dietz, Charles B. Dolan, Jr., Theodore W. Frangos, William A. Freeborough, Joseph C. Gillespie, John A. Gray, Jr., Gerald J. Gross, Burton L. Holden, Wallace E. Lacher, Henry A. Lasco, Meehan, McCamey, Joan W. McClain, Floyd E. McCracken, Philip O. McGovern, O'Connell, Michael J. Patakos, Richard H. Pendelton, Jr., R.A. Peter, George W. Phillips, Piatt, and Elmer W. Smith, Jr.

### OCTOBER 1944

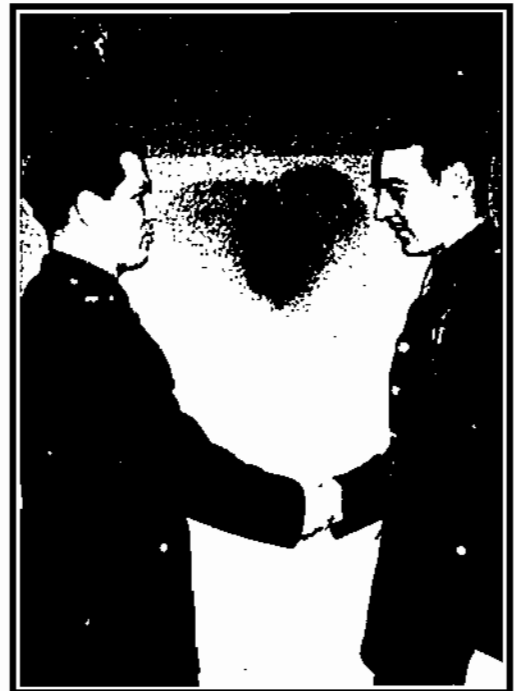
On September 14, 1944, Harris and Spaatz got the go ahead they had restlessly awaited: authority over the bombers formally reverted to them under a directive issued by the Combined Chiefs of Staff. Eisenhower, who had held control over the bombers for the past six months, retained first call in an emergency. But Harris and Spaatz were free to resume a full scale bomber offensive against the German homeland. Germany's oil industry was top priority. In the next seven months, Allied planes were to ravage Germany with more than eight hundred thousand tons of bombs. Oil targets alone were hit with two hundred and twenty thousand tons, reducing production to five percent of what it was before these attacks started. One thousand plane raids became commonplace.

Spaatz did not have to concern himself anymore with Ploesti for it was now in the hands of the Russians. The Reich's chief remaining outside supplier was now Hungary. While the Fifteenth raided the oil rich area around Budapest, Spaatz's Eighth Force bombers pounded the last remaining synthetic plants in Germany. The British planes possessed

advantages the American planes lacked: the capacity for carrying bigger bombs and an improved radar device called GH, which permitted blind bombing through clouds and smoke. Speer was now presiding over Germany's war production, and he knew that it faced strangulation.

Speer was counting on the usual bad weather of late autumn to slow down the Allied campaign and permit at least partial restoration. He remarked to Hitler, "Our one hope is that the other side has an Air Force general staff as scatterbrained as ours." Throughout the fall, the Allied air strategists had the right targets in mind, the weather turned out better than Speer had anticipated, and the Allied resources were so great that there was no question about follow-up.

The most dramatic demonstration of the Allies' new staying power was directed at the giant Leuna chemical-fuel works, a hundred miles southwest of Berlin (not only the largest producer of synthetic fuel in Germany but also the most heavily defended). It was guarded by the biggest concentration of gun batteries the Germans had yet assembled, and it could be further shielded during a raid by a dense smoke screen produced by fumes of an acid solution sprayed in the air. In all, the Allies mounted twenty two missions against Leuna, twenty by the 8th Air Force and two by the RAF. These raids reduced its



Colonel Bob Lehnhausen awarding the DFC to Gerald Lindsay - Pilot

## The Final Push

monthly output to just nine percent of normal capacity. When Hitler began his last ditch counter offensive, his tanks started out with just a five day fuel supply—the offensive was to literally run out of gas. Things were no better for the Luftwaffe; interceptors were grounded for days at a time. Heinz Knoke, a young commander, wrote in his diary, "Every time I close the canopy before taking off, I feel that I am closing the lid on my own coffin."

### 1 October 1944

This month marks the beginning of our 25th month of combat for the 44th Group. There was no operational activity scheduled, just routine training.

The squadron had a total of 548 Officers and Enlisted Men present for duty on this date.

Lt. Hollis R. Nichols returned to base today. He had gone down at Friedrichshafen on March 18th.

### 2 October 1944 HAMM, Germany

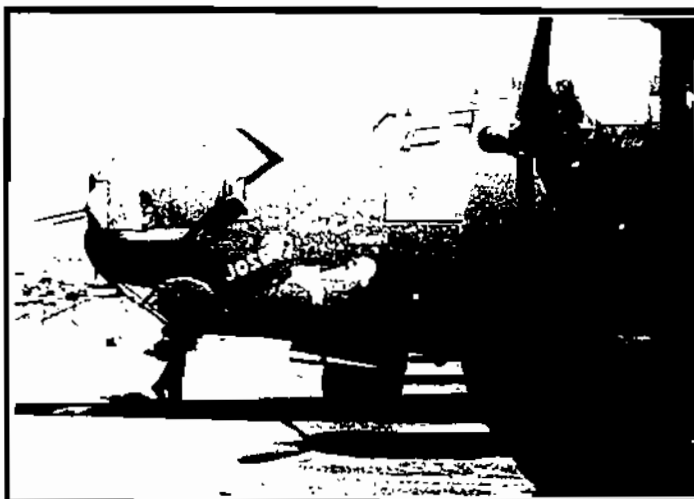
This mission to Stuttgart, Germany was scrubbed before the planes got off the ground, but a briefing to the Hamm marshalling yards followed. We dispatched twenty-five A/C which bombed the target. This was a visual run; however, the target was obscured by clouds. Flak was moderate and accurate and the fighter support was excellent. There were no losses on this mission, however some of the A/C had slight battle damage. The 68th dispatched seven A/C on this mission.

Eleven men returned from a seven day period at a Rest Home.

The following men completed their tour of operations today: Major Robert J. Lehnhausen, Captains Charles D. Peretti and John F. Warga; Lts. John A. Baxter, Hal D. Farmer, John W. McClaffin, Jr., Burr W. Palmer, Thomas F. Ryan, Jr., and Frank W. Kunnath; Sgts. Otto H. Freeman, Jr., Mathew Ogozalek, Richard E. Stamper and John Schneider.

### 3 October 1944 GAGGENAU, Germany

The Lorry Works were the primary target for today and the 44th dispatched twenty-eight A/C plus two PFFs. Due to a bombsight malfunction, the formation ended up to the right of the target. There were no flak or EAC encountered by the Group. This



42-52643 JOSE CARIOCA

Lost at Saarbrucken, Germany in October 1944

was an eight and one-half hour flight. The 68th sent out seven A/C today on this mission.

Lt. Richard T. Cole joined the squadron for duty. F/O Thomas C. Kay was commissioned a 2nd Lt. today. Sgt. Joseph R. Breman transferred to the 70th RCD on his way to the States.

### 4 October 1944 NIDDA AIR FIELD, Germany

This mission was scrubbed prior to take-off due to inclement weather. Some practice flying was accomplished, however.

### 5 October 1944 LIPPSTADT AIR FIELD, Germany

The Group dispatched twenty-seven A/C plus three GH A/C to hit this airfield. One A/C failed to bomb due to a malfunction in the electrical system. Fighter support was good and the flak was nil; no EAC were encountered. The results were good for the first and second squadrons, but poor for the third. The 68th put up eight A/C for this mission today.

1st Lt. Roy M. Devlin went on DS to AAF Station 147. 2nd Lts. John J. Ferez and Alexander G. Brnilovich were appointed 1st Lts. as of October 3rd.

### 6 October 1944 HAMBURG, Germany

The Group dispatched twenty-three A/C today to bomb the armament factory at Hamburg. Four A/C returned early but the remainder of the force

## The Final Push

attacked the target with excellent results, (except the first squadron, which had poor results). Flak was intense but inaccurate. No EAC were encountered and fighter support was again excellent. The 68th sent out five A/C for this mission, with no casualties being reported.

Sgt. Murray Kramer completed his tour of operations today.

### 7 October 1944 KASSEL, Germany

Today's target was the tank factory at Kassel. The Group dispatched thirty-seven A/C for this mission. Two A/C failed to attack the target. Results were: first squadron—excellent, second squadron—poor, and third squadron—unobserved. Flak at the target was intense and accurate. The 506th had one ship land in Brussels and two others were MIA. A/C 42-50789, piloted by Lt. W.S. Salfen, was last seen with #1 and #2 engines out, and leaving the formation under control. A/C 44-40167, piloted by Lt. H.E. Still, was on fire and seven chutes were observed. Three bodies were found in the crashed plane. The 68th sent out nine A/C on this mission today. There were no squadron casualties.

Sgt. John Zarnosky went on DS to Prestwick, Sgt. Russell Hryvniak went on DS to Great Sanky, and Sgt. Edward Dietz went on DS to Kirkham; all are to attend schools. Sgt. Walter D. Campbell was promoted to S/Sgt., dated Oct 5th. Lt. William D. Tucker joined the squadron for duty and was assigned to the 392nd Bomb Group.

Lt. Sterling Dobbs was appointed Captain, Lts. Myron R. Brewster, Fay J. Chauvin, Julian Dayball, Herman J. Eckstein, James L. Hough, Robert W. Kennedy, Frank W. Lane, Jr., Earl J. Morgan, and Gordon C. Woodland were all appointed to 1st Lts.

### 8 October 1944 MAGDEBURG, Germany

This mission was scrubbed after briefing because of inclement weather.

Lts. William M. Parkins and Michael J. Patakos joined the squadron for combat duty. Lt. Charles H. Lawhorn returned to duty from DS. Lt. Frank W. Kunath, Jr. transferred to the 70th RCD on his way to the States.

### 9 October 1944 KLOBLENZ, Germany

The primary target today was the Gressen Airfield which was to be a visual bomb run; however, it could not be located through 10/10th cloud cover, so the secondary target, the Koblenz marshalling yards, was bombed by PFF method. The Group dispatched thirty A/C for this mission. Flak in the target area was light and inaccurate and no EAC were encountered. Fighter support was excellent.

Lt. Edward C. Lehnhausen was appointed 1st Lt., as of the 7th of October. Captain Charles D. Peretti, Lts. John F. King, Harry W. Jacobs, John W. McClaffin, Jr., Thomas F. Ryan, Jr., and Sgts. Domenick Cannetti, Paul M. Corlew, George Kelsey, Mathew Ogozalek, and Richard E. Stamper, were all transferred to the 70th RCD on their way to the States.

### 10 October 1944 HAMM, Germany

We were briefed for a mission to hit the marshalling yards at Hamm but the mission was scrubbed before take-off.

Twenty-seven men returned to duty from a seven day furlough. Fifteen men departed for a seven day furlough. Lt. Mason W. Johnson, Jr., Sgt. Irvin E. Roscher, and Ivan Di Piero returned to duty from DS.

Lts. Irwin L. Gaines, Burr W. Palmer, Ray E. Suddreth, and Helmut R. Dimpfl and Sgt. Murray Kramer transferred to the 52nd Station Complement. Lt. William R. Partridge joined the squadron for duty from the 506th squadron. The following Officers and Enlisted Men transferred to the 70th RCD, on the first leg of their trip to the States after having completed a tour of duty: Lt. Robert C. Baxter, Lt. Hal D. Farmer, Sgt. Paul M. Corlew, and Sgt. Otto H. Freeman.

Lt. Ray E. Suddreth completed his tour of operations.

Lt. Earl W. Culbertson, and Lt. Deper returned to base today after being interned in Switzerland since March 18th. Sgt. John P. Scott returned to base today after being interned since March 18th, when he went down on his twenty-fifth mission.

Lt. Maurice Corwine and Lt. Frank W. Sobotka, Jr., with their respective crews, joined the squadron today for combat duty.

## The Final Push

**11 October 1944**  
**UNNA, Germany**

Again this mission was scrubbed before briefing due to inclement weather.

Lt. Raymond R. Mondloh and his crew went on DS to a Rest Home at Southport.

**12 October 1944**  
**ACHMER, Germany**

Achmer was the primary target (visual) and the Osnabruck marshalling yards were secondary (PFF). The Group flew a split formation with the first squadron flying with the 392nd B.G. and the second squadron flying with the 491st B.G. The results of the first squadron were unobserved due to bomb smoke and the second squadron results were poor due to personnel error. There were no EAC encountered and flak was moderate and inaccurate. Fighter support was good. The 68th put up five A/C on this mission. There were no casualties.

Lt. Ralph H. Hayden and crew joined the squadron but went on DS with the 66th squadron for an indefinite period of time.

Lt. Eugene L. Dyer and Sgt. Alfred V. Fairall returned to base after being interned since March 18th, when they went down at Friedrichshaven.

Cpl. Carl F. Osmond and PFC John S. Chwarzinski transferred to the 265th Medical Dispensary. Sgts. Marvin Cox and Harold Mathews went on DS to Great Sanky. Pvt. Bernard Lathrop transferred to Group. Lt. Sidney R. Bolick and Sgt. Andrew Babick returned to base today after being interned when they went down at Friedrichshaven on March 18th. Lt. Lawton L. Sternbeck and Sgts. Raymond L. D'Amico and Jack H. Feinstein all returned to base today after going down at Tutow on April 9th.

**13 October 1944**  
**COLOGNE, Germany**

We had an early morning briefing for Cologne today but the weather was poor and the mission was scrubbed. However, some crews participated in practice flights.

The city of Norwich was hit with a buzz bomb today, causing casualties.

Sgt. Clifford A. Heiss and PFC Marion J. Brig-nac transferred to Headquarters Squadron.



James A. Dick - Gunner  
Completed his tour March 25, 1944

**14 October 1944**  
**KAISERSLAUTERN, Germany**

Thirty A/C were dispatched by the 44th today to hit the marshalling yards at Kaiserslautern. All A/C reached the target and it was bombed by the G-H method with unobserved results. No flak was encountered by the Group. This was considered a real "milk run." The 68th Squadron put up eight A/C for today's effort.

**15 October 1944**  
**COLOGNE, Germany**

The 44th dispatched thirty-three A/C plus five PFF ships to attack the largest motor transport works at Cologne. Our aircraft made up the "A" group of twenty-five aircraft and a "B" group of thirteen aircraft to lead the 14th CBW, which was the third wing of the Division. All bombs were dropped by the PFF method. The "A" group bombed the Gerson marshalling yards at Cologne with unobserved results, although there was evidence of bomb strikes in the target area. At the IP the PFF in the lead ship of the "B" group was jammed and the bomb order was not received by the others. Having then been committed to a visual run, the "B" group went on to bomb Dormegan, a target of opportunity north of Cologne. The results were good. No flak nor EAC over the target area, while flak en route was only meager and inaccurate. Fighter support was good. The 68th sent out ten aircraft on this mission. There were no casualties.

## The Final Push



Reuban Ricketts' Crew - Standing left to right:  
 Robert Tarlton - Nose Turret.  
 Porter Branfort - Engineer.  
 Walter Campbell - Belly Turret.  
 Kneeling, left to right:  
 Theodore Sassano - Radio Operator.  
 John Williams - Waist Gunner.  
 Reuban Ricketts - Pilot.  
 Arthur Steinke - Tail Gunner.  
 Elwyn Meyer - Navigator.

Tom Kay's Crew - Standing, left to right:  
 Tom Kay - Pilot.  
 Edwin Friday - Co-Pilot.  
 Daniel Valenti - Navigator.  
 Charles Blatchlev - Bombardier.  
 Bottom - Left to right:  
 Robert Swank - Engineer.  
 Melvin Olson - Waist Gunner.  
 Fred Blue - Radio Operator.  
 James Casey - Waist Gunner.  
 Kenneth Smith - Hatch Gunner.  
 Erwin Summers - Tail Gunner.



Donald Tofte's Crew - Left to right:  
 Donald Alberts - Bombardier.  
 James Wessinger - Co-Pilot.  
 Donald Tofte - Pilot.  
 John Jaquis - Navigator.  
 Bottom Row - Left to right:  
 Albert Browning - Engineer.  
 Hoyt Parson - Gunner.  
 John Johnson - Gunner/Engineer.  
 John Dowd - Asst. Radio Operator.  
 Clarence Jones - Gunner.  
 Harold Rogers - Radio Operator.

CANNOT IDENTIFY ANY!! **The Final Push**

*Lt. GONNER*

The following men completed their tour of operations: Sgts. Charles J. Clark, Ross W. Fenner, Dean L. Faurot, Joseph E. Keegan, Jr., and Sheete.

Lt. William M. Averill, on DS, transferred to AAF Redistribution Station No. 1.

Cpls. Tolliver and Loricchio were reduced to the grade of Private as of October 13th.

**16 October 1944  
STAND-DOWN**

Maintenance was thankful for a day to catch up on inspections and routine maintenance. The Group did have a practice mission however.

Sgts. Norman B. Johnson and David C. Putman returned to base after going down at Tutow on April 9th.

Lt. Richard T. Cole transferred to the 491st Bomb Group.

**17 October 1944  
LEVERKUSEN, Germany**

The 44th dispatched thirty-five A/C today to lead the 14th CBW on today's operation. The Chemical Works at Leverkusen was the assigned primary, but with 10/10th cloud cover over the target, the secondary (the Nord marshalling yards) was hit by PFF with unobserved results. Flak from the IP to the target was intense and accurate with nineteen A/C from the Group receiving some battle damage. Fighter support was good. The 68th sent out nine A/C on this mission. No casualties were incurred.

Fifteen men returned from a seven day furlough. Fourteen men went on a seven day furlough. Captains William Smythe and Chris Sand went on a seven day leave. Sgt. Winlarski was reduced to the grade of Private on October 15th.

Sgts. Ernest C. Fuxa, Richard D. Haynam, and Ivan W. Fink were promoted to S/Sgts. Cpl. Frederick Quisenberry was promoted to Sgt.

**18 October 1944  
LEVERKUSEN, Germany**

The 44th put up thirty-one A/C today to lead the 14th CBW, second Wing in the Division, to the Chemical Works for the second consecutive day. Bombing was accomplished on G-H with unobserved results.

The 67th squadron lost A/C 41-28944, *FLYING GINNY*, piloted by Lt. Michael Bakalo, and the 68th lost two A/C: one A/C, 42-50381, piloted by Lt. J.H. Dayball, and the second A/C, 42-50596, piloted by Lt. E.C. Lehnhausen.

A/C #42-50381 D, MACR 10140 had the following men on board:

P	1st Lt. Julian H. Dayball	0-701907
	Highland, MO	
CP	F/O Robert L. Phillips	T-125025
	Enumclaw, WA	
N	Lt. Richard H. Davis	0-723022
	Rockaway Park, NY	
E	S/Sgt. Ivan W. Fink	33574486
	Altoona, PA	
RO	Sgt. Edward P. Sicard	31284222
	Turner Falls, MA	
WG	Sgt. Wilbert Couvillion	38494335
	Banton Rouge, LA	
WG	Sgt. Malcolm E. Smith	33452262
	Washington, DC	
TG	Sgt. John J. Shea	37046013
	Dubuque, IA	
NG	S/Sgt. Arthur A. Steinke	39204852
	Snokomish, WA	
RO	S/Sgt. Conrad R. Bently, Jr.	11113894
	Worcester, MA	

A/C #42-50596 O, *FLAKMAGNET*, MACR 9654 had the following men on board:

P	1st Lt. Edward C. Lehnhausen	0-764355
	Peoria, IL	
CP	2nd Lt. Charles Dolan, Jr.	0-825804
	Reading, PA	
N	2nd Lt. Leonard Witkin	0-701359
	New York City, NY	
E	S/Sgt. Richard D. Haynam	35610332
	Canton, OH	
RO	S/Sgt. Ernest C. Fuxa	18194853
	Bison, OK	
WG	Sgt. William C. Young	36743059
	Rockford, IL	
WG	Sgt. Carl E. Adams	34735355
	Maryville, TN	
TG	Sgt. Noah Gunter	14195404
	Aiken, SC	
NG	Sgt. Bryan C. Davis	34248744
	Denver, CO	

Lt. Robert J. Weber completed his tour today.



## The Final Push

On October 24th, six days later, official word was received about the cause for the losses of two of the three A/C MIA on the 18th.

The flight surgeon's report stated that the aircraft, piloted by Lts. Bakalo and Dayball, collided in mid-air during an electrical storm over Belgium. Both A/C crashed, with one exploding; all crew members were killed in action except Lt. Bakalo's two waist gunners, who bailed out safely. Twelve bodies were found in the two crashed planes.

Robert Lehnhausen, brother of Edward stated that,

The 44th B.G. filled in a formation with another Group. It was three 'boxes' and the fourth squadron filled in. Edward was in the high, right section and Lt. Dayball was in the low left. Edward was on Lt. Kelly's wing and had a poor navigator who was on his tenth mission.

When the formation approached the high weather front, they separated to avoid collision. When Lt. Bakalo's aircraft turned over and went down, it is believed it crashed into Dayball's. But it is believed that Lehnhausen's ship became separated from all the others and flew over those accurate flak guns and went down. The crew members were temporarily buried at various, rather scattered cemeteries. Edward was buried at Luxemburg, while another was buried at Aachen—so the crew was scattered—but no one knows why.

*Editor note: A Dutch historian who has done considerable research on 8th Air Force losses provided the following information regarding Edward Lehnhausen and crew; A/C 42-50596 WQ FLAK MAGNET passed over Walcheren Island at about 1330 hours on 18 October '44. It received a direct hit of flak, lost the complete tail section, and crashed near Buttlinge, Netherlands (on that same island). The entire crew was killed. They came down near Middelburg on Zeeland of Welcherin Zuid. The bodies were buried locally, near where they came down. Shortly after the war, teams of investigators came in, exhumed the bodies and moved them to the continent. But these teams did not work together; they took the bodies to various other temporary burial areas on the continent. Later, when our men (Air Force) went to investigate our lost men, they found the crew in various, widely separated cemeteries. This caused considerable confusion as our investigators could not understand why the men were buried so widely separated. Eventually this puzzle was cleared, but not for some time—years later.*

7?  
No  
(3)  
Some  
bodies

### 19 October 1944 GUSTAVABURG, Germany

The target today was the Diesel Works at Gustavaburg. Twenty-two A/C were dispatched by the 44th. All except one A/C attacked the target on G-H with unobserved results. No EAC were observed and flak in the target area was moderate and accurate. Fighter support was excellent and the Group had no losses, but did sustain slight battle damage to several A/C.

Sgts. Harold N. Turley and Clarence R. Jones returned to base today after being interned in Switzerland since July 21st.

### 20 October 1944 STAND-DOWN

Ground training and maintenance was the order of the day.

Lt. Charles P. Morris transferred to the 66th Squadron today.

### 21 October 1944 STAND-DOWN

No activity today except for routine maintenance and training classes.

### 22 October 1944 HAMM, Germany

Again, another stand-down. This is the third day the weather has been bad. A mission for Hamm was scheduled but it was scrubbed.

### 23 October 1944 GELSENKIRCHEN, Germany

Briefing was completed before this mission was scrubbed, just before take-off. The 44th was scheduled to lead the Wing today, but the weather did not lift.

### 24 October 1944

No mission today. Group participated in Group practice mission and other ground activities.

## The Final Push

### 25 October 1944 GELSENKIRCHEN, Germany

A synthetic oil plant located here was the primary target for today. The 44th made up the Combat Wing, second Wing in the Division. The Group dispatched thirty-five A/C, with bombing done on G-H through 10/10th undercast. The results were unobserved. There were no EAC encountered, but flak in the target area was intense and accurate. Just prior to bombing, the lead navigator was hit by flak, but bombed on G-H regardless. However, with #1 engine out and #2 "acting up," they experienced difficulty in turning over the lead to the deputy, and the lead A/C became separated from the remainder of the formation over the Ruhr Valley. Some A/C sustained slight battle damage.

Three new crews joined the squadron today for combat assignment: William Dolan, Warren Griffin, and Russell Erikson, each with a crew of nine additional men.

### 26 October 1944 BOTTRUP, Germany

A synthetic oil plant was the briefed target today. The 44th made up the 14th CBW today, to lead the Division with twenty-one A/C. Bombing was done by G-H through 10/10th cloud cover, with results unobserved. Flak was intense and accurate in the target area. No EAC were observed. The Group experienced no losses.

Lt. Frank Foy returned to base today from Sweden, where he has been interned since the mission to Politz on May 29th.

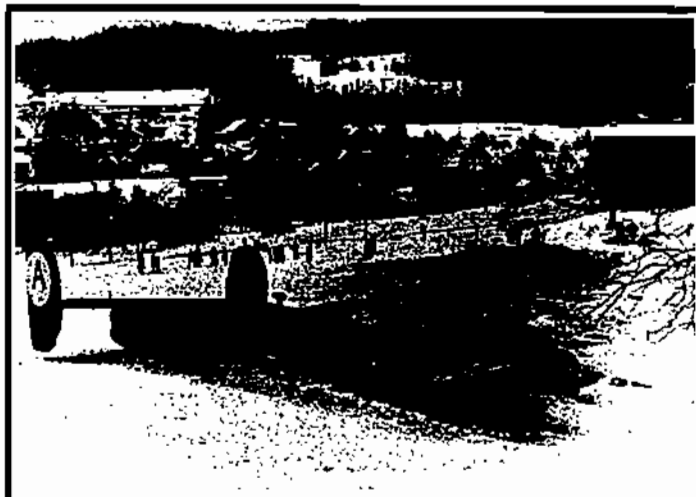
### 27 October 1944 FRANKFURT, Germany

The mission was canceled prior to take-off due to inclement weather. We had some practice flying in the afternoon.

Lt. James O. Wessinger, Jr. returned to base from Switzerland today.

### 28 October 1944 STAND-DOWN

Today was officially a stand-down. The weather was so bad, not even practice flying was permitted.



A/C 42-100110 - *PAPER DOLL*, went down in Switzerland on a raid to Friedrichshaven, Germany on March 18, 1944. This crash was at Dietwill. Hollis Nichols and his Crew were interned.

Sgt. Harold B. Mathews returned from Great Sanky today where he was on DS. Lt. Samuel I. Berkowitz returned to base today from Sweden where he has been interned since the raid to Politz on May 29th.

### 29 October 1944 STAND-DOWN

Another stand-down for today.

### 30 October 1944 HAMBURG, Germany

The 44th finally got a break in the weather and dispatched thirty A/C to lead the 14th CBW to the oil refineries at Hamburg. Weather conditions at the IP and the interference by the preceding Wing caused the formation to break up and deviate from the briefed course. Nineteen A/C hit the target with PFF method and eight A/C attacked a target of opportunity at Uterson. Bombing results at both targets were unobserved. No EAC were observed and the flak at the target was heavy and inaccurate. One 506th A/C was lost to reasons unknown: #44-10523, piloted by Lt. C.J. Bentcliff. Fighter support was excellent.

### 31 October 1944

No mission scheduled today.

S/Sgt. Harry E. Koester was sent to a Redistribution Center while in the Zone of the Interior on Detached Service.

## The Final Push

F/O Donald F. Tofte and Lt. John R. Jaquis returned to base today from Switzerland where they had been interned since July 21 on the mission to Oberpaffenhofen.

Lt. Thomas Kay and crew returned to duty from a Rest Home leave. Eleven EM returned to duty from a seven day furlough. Fourteen EM went on a seven day furlough.

The squadron strength totaled 557 Officers and Enlisted Men. During the month of October the Squadron participated in fifteen (15) missions with the Group. One hundred and eight A/C of the 68th received sortie credit for this month, with but three A/C having aborted due to mechanical failures. The 68th stretched their string of A/C receiving sortie credits without any abortive to one hundred and forty four (144). Three A/C of the 68th have amassed a number of missions without any abortive due to mechanical failures: A/C 725, crew chief Clifford Calbert, has a total of 74 missions without an abortion; A/C 553, crew chief Robert T. Todd, has a total of sixty-one without an abortion (it also flew on twelve of the fifteen missions during the month of October); and A/C 805, crew chief Lawrence Villemez, has a total of sixty-five missions without an abortion.

The Squadron lost two A/C during the month to causes unknown. Of the total of nineteen personnel on these two A/C, three are known to be KIA. During the month the Squadron participated in the missions with the following positions to their credit: Division Lead—one; Wing Lead—five; Deputy Wing Lead—one; Deputy Group—one; Squadron Leads—eight. (On all leads higher than Group, the 68th was Lead.)

There were no Squadron meetings during the month.

Forty-three Officers and Enlisted Men completed their tour of operations during the month of October.

Some of the men who joined the Squadron this month were: Ernest Arnold, Victor Bailey, David Barth, Bert Baumgardner, Anthony Bury, Theodore Click, William Clower, Richard T. Cole, Patrick C. Conlin, Warren H. Cooper, Maurice D. Corwine, Henry Cowan, Jr., William M. Croft, William A. Dolan, Jr., Russell G. Erikson, James L. Faulkner, Dean L. Faurot, Nicholas J. Fidares, James J. Garrett, Carl S. Goldman, Goodill, Warren W. Griffith, Charles N. Hall, John R. Hall, Oscar D. Hill, Valerio

J. Indri, Raymond L. Katzell, Robert E. Keegan, Vernon E. Kirk, Jr., Vernon O. Kirkey, Willard Kiser, Thomas E. Kramer, Daniel J. Kraynick, Melvin W. LaPrade, Wallace E. Lacher, Robert L. Lough, Glenn E. Mace, Jr., George V. Mendenwalt, Don W. Montre, Jack P. McDevitt, John H. McGee, Kent R. Nutter, William R. Overhultz, William M. Parkins, William R. Partridge, John V. Patton, Jr., Joseph F. Placzkowski, John S. Poulakis, Seymour L. Richfertig, Earnest C. Robinson, Raymond Rydz, Wayne S. Scott, Thomas P. Smith, Wilbert R. Steinmiller, Charles E. Stell, Richard Swanson, James E. Tash, Abraham Teitel, William L. Tucker, Joseph H. Walker, Edward I. Weinman, Harrison W. Wellman, Clyde E. Wiggins, Jerome Wilner, and James F. Wright, Jr.

*JW VAUGHAN felt & crew*  
NOVEMBER 1944

Sixteen targets were hit during the month of November by the A/C of the Group. The types of targets hit varied, with the following being the primary objectives: synthetic oil plants (hit on seven different occasions) railroad and transportation choke points (the objective of six different occasions) airfields (hit once) and finally, troop support was the objective twice. The targets were attacked on nearly every occasion with unobserved results. Twice during the month the target was hit with excellent results, twice with fair results, and once with poor results—all the others (twelve) were hit with unobserved results. A total of ninety-four sorties were credited to 68th aircraft, while three abortive were recorded during the month.

### 1 November 1944 GELSENKIRCHEN, Germany

The Bauer Oil Refinery, producer of synthetic oil at Gelsenkirchen, Germany was the objective of the 44th bombs. With two A/C of the 68th along with the Group, the target was hit with unobserved results. The flak was moderate to intense and fairly accurate. Fighter support was excellent.

Sgt. Robert Kinning went on DS to Great Sankey. PFC John F. Stuprich joined the squadron for duty from Hdq. Sqd. 44th Bomb Group.

The following Officers and Enlisted men returned to the base from Sweden where they have been interned since May 29 or June 20, after our raids on Politz-Misburg and Oberpaffenhofen: Lts. Leon R. Dudzik, Lionel E. Gautreaux, Richard I. Keller, Kenneth E. Wilt, and Sgts. Kenneth M. Fick, and Oscar B. Underwood.

## The Final Push

A/C numbers and Pilots were:  
095 Lt. W.D. Kelly—Group Lead  
725 Lt. R.L. Mondloh

### 2 November 1944 CASTRO-RAUXEL, Germany

Thirty-four A/C from the Group were dispatched to lead the Wing and the Division on another target of synthetic oil production. This plant is located northeast of Dortmund. The 68th put up eight A/C for today's effort. Flak encountered was meager and inaccurate, with none of the 68th A/C sustaining flak damage. Fighter protection was good.

The squadron strength, Officers and Enlisted men, totaled 553.

A/C numbers and Pilots were:  
260 Lt. J.R. Liebrich  
711 Lt. H.J. Eckstein  
725 Lt. R.G. Seever  
224 Lt. R.A. Peter  
509 Lt. J.C. Gillespie  
349 Lt. W.J. Clower  
095 Lt. J.R. Collins-Sqd. Lead, 491 Bomb Group  
806 Lt. W.D. Kelly-392 Group Lead  
001 Lt. J.W. Vaughn—aborted due to mechanical malfunction

### 3 November 1944 STAND-DOWN

Bad weather; no activity except routine maintenance.

Howard Stevens recorded this day as follows:

As I write this entry, at 12:00 noon, it is raining, foggy, and the clouds hang low. Above are two B-17s trying to make a landing. Flares are going up continually from the Control Tower, but from my vantage point I can hardly see them so I imagine those in the planes can hardly see the ground. However I am sure they will get in somehow; they always do. We have a stand-down today.

Yesterday, the 8th AF had a record day over Germany. Our bombers and fighters shot down two hundred and eight German planes, for our best performance to date. The Germans sent up approximately four hundred fighters to try to stop our effort on one of the largest oil refineries remaining in good shape.

### 4 November 1944 GELSENKIRCHEN, Germany

The forty-fourth put up thirty-four A/C for today's effort. The specific target was the Nordstern Refinery which was hit with unobserved results. The 68th put up eight A/C. The flak was moderate to intense and generally accurate. None of the 68th A/C sustained battle damage.

Lt. Clair W. Hill, Jr. completed his tour of operations today.

A/C numbers and Pilots were:  
095 Lt. J.R. Collins-Sqd. lead, 491st B.G.  
805 Lt. J.W. Vaughn  
349 Lt. J.C. Hobbs  
509 Lt. J.R. Liebrich  
711 Lt. H.J. Eckstein  
260 Lt. W.A. Dolan  
504 Lt. R.L. Mondloh  
224 Lt. T.C. Kay

### 5 November 1944 KARLSRUHE, Germany

The Group hit the marshaling yards at Karlsruhe by PFF with unobserved results. The 68th put up eight A/C for today's effort. The flak was moderate and fairly accurate with one of the 68th A/C sustaining battle damage. The low left squadron, 506th A/C, became separated from the rest of the formation and bombed visually on Landau railroad, a target of opportunity, with unobserved results.

A/C numbers and Pilots were:  
660 Lt. J.J. Borah—"A" Group Lead  
725 Lt. R.L. Mondloh  
224 Lt. J.C. Hobbs  
711 Lt. E.K. Kohler  
504 Lt. R.G. Erickson  
805 Lt. W.J. Clower  
509 Lt. J.C. Gillespie  
260 Lt. E.L. Barnhart—Category "A" Damage

Captain Robert A. Norsen transferred to Group Headquarters. Sgt. Harold L. Barnes completed his tour of operations.

### 6 November 1944 STERKRADE, Germany

The 44th dispatched thirty-two A/C to these important oil refineries. All but two attacked the Primary target through 10/10th cloud cover with

## The Final Push



Donald Boyette - Bombardier  
Completed his tour on November 21, 1944

unobserved results. The 68th put up eight A/C. There were no losses due to enemy action— however the 506th reported 44-40071, *SWEAT BOX*, crashed on return. The flak was moderate and fairly accurate with none of the 68th A/C sustaining damage.

A/C numbers and Pilots were:  
349 Lt. W.A. Dolan  
095 Lt. J.R. Collins-Sqd. Lead  
226 Lt. J.W. Vaughn  
809 Lt. J.R. Liebrich  
509 Lt. H.J. Eckstein  
725 Lt. W.J. Clower  
711 Lt. G.A. Washburn  
260 Lt. T.C. Kay

The following men completed their tour of operations: Lts. William R. Austin, Robert C. Kirmse, Sgt. Robert E. Elstead, and Vernon L. Torkelsen.

The following men returned to Base from Sweden where they were interned since the mission to Politz on June 20th, 1944: Sgts. Frank C. Frantzen, Lloyd W. Gilbert, and William A. West.

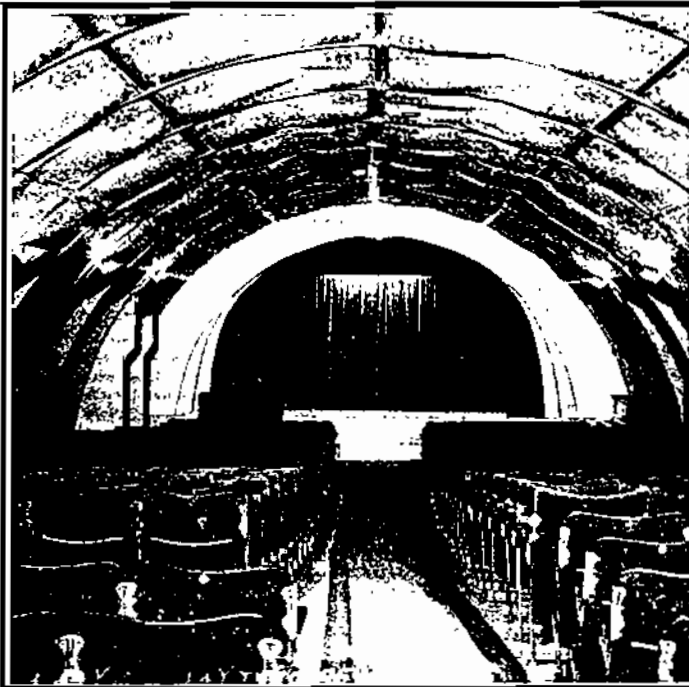
### 7 November 1944 STAND-DOWN

Some practice flying was scheduled.

### 8 November 1944 RHEINE, Germany

The 44th dispatched eleven A/C on this primary target. Assembly was not accomplished due to severe weather conditions in the form of heavy contrails and poor visibility. Personnel error caused mis-interpretation and the city of ENSCHEDE was hit instead. The bombing was done through 10/10th cloud cover and the results were poor.

The 68th sent up nine A/C for this mission. There was no enemy aircraft and no enemy flak.



Inside our new Base Cinema. Note the first class interior. This snap was taken in late 1944. Prior to this date we used the Mess Hall for all films and stage shows.

A/C numbers and Pilots were;  
504 Lt. J.J. Borah-Sqd. Lead  
509 Lt. E.L. Barnhart  
805 Lt. W.A. Dolan  
224 Lt. T.C. Kay  
349 Lt. R.A. Peter  
711 Lt. R.L. Mondloh  
260 Lt. J.C. Gillespie  
553 Lt. W.D. Franks  
806 Lt. J.R. Collins-Lead, 392 BG

## The Final Push

The following men completed their tour of operations today and are heading back to the USA: Capts Frank Davido and Harry S. Parks; Lts. Donald M. Burkhead, Finder, Kindren, William J. Keeler, Raymond L. Mondloh, William G. Ritter; Sgts. Glenn L. Barr, Chester T. Dobrowski, T.C. Holmes, Lemuel L. Newsome, Nicola C. Rutigliano, Nicholas Rizak, Jr., Schwetmer, Joe C. Sparks, and Donald E. York.

### 9 November 1944 METZ, France

A mission in support of ground forces near Metz was flown today. Thirty-four A/C were dispatched at 0630 hours and bombed on G-H with unobserved results. The 68th put up nine A/C. Flak was nil. We dropped our bombs less than 4000 feet in front of General Patton's troops and the target was well hit. The entire 8th Air Force blasted gun emplacements in this general area. Fighter support was excellent.

Lt. Robert L. Fisher completed his tour of operations today. Sgt. Homer W. Williams returned to base from Friedrichshaven, where he was shot down on the mission of March 18th, 1944.

### 10 November 1944 HANAU/LANGENDIEBACK, Germany

The 44th dispatched twenty-five A/C today to lead the 14th Wing to this A/F near Frankfurt. Lt. Kelly from the 68th led the 392nd B.G. All our A/C attacked the objective on G-H through 10/10th undercast with the results believed excellent. There was moderate and fairly accurate flak. The 68th put up six A/C today. Sgt. Vernon E. Kirk was wounded seriously by flak. He was hit in the buttocks: in one side and out the other. No broken bones, but it will be a long time before his leg is well again.

A/C numbers and Pilots were:

660 Capt. W.J. Keeler-Deputy Group Lead-  
Category "A" Damage  
260 Lt. R.C. Seever-Category "A" Damage  
725 Lt. J.C. Hobbs-Category "AC" Damage  
805 Lt. J.A. Liebrich-Category "A" Damage  
224 Lt. J.W. Clower-Category "A" Damage  
806 Lt. J.D. Kelly—Lead, 392nd BG

The following men completed their tour of operations today: Lts. Leon L. DelGrande, Robert Ellmer, Paul M. Holmes; Sgts. Robert F. Bouncer, Edward J. Barton, John C. Black, Harry L. Hudson and Aldo P. LaValle.

### 11 November 1944 BOTTRUP, Germany

Two G-H A/C participated on the mission today. One 66th plane and one 68th plane, piloted by Lt. Kelly, provided lead for the 392nd B.G. Bombing was accomplished through 9/10ths cloud cover on G-H with unobserved results. Flak was moderate and accurate.

A/C numbers and Pilots were:

124 Lt. W.D. Kelly—Sqd. Lead, 392 Bomb Group

### 12 November 1944 GELSENKIRCHEN, Germany

The briefed mission to this synthetic oil plant was scrubbed before take-off due to bad weather. Guns were in positions and the crews were ready for take off when the red flares were shot.

Lt. Lipton transferred to the 66th Bomb Squadron.

### 13 November 1944 STAND-DOWN

Inclement weather again grounded our Group. Combat crews attended lectures, and mechanics caught up on inspections and routine maintenance.

Sgt. William Vafiades went on DS to Station 114.

The following men completed their tour of operations: Lt. Alexander Brnilovich, and Sgts. Oliver J. Cardinal, Richard R. Calgaro, Steve Gilesman, Charles H. Harrison, Frank G. Holman, and Francis A. Tilton.

### 14 November 1944 ALTENBECKEN, Germany

The mission was briefed but scrubbed before take-off because of adverse, cold weather.

Sgt. Richard B. King was promoted to S/Sgt.

### 15 November 1944 SCRUBBED MISSION

Another day, another briefing, and another scrubbed mission due to bad weather. For three days we have not been able to get off the ground.

## The Final Push

Sgt. Vernon E. Kirk transferred to the 4210 Hospital. Sgt. Lester J. Dietz completed his tour of operations.

### 16 November 1944 AACHEN AREA, Germany

Thirty-four A/C were scheduled to take-off on a tactical mission to Eschweiler in support of ground troops. The weather was bad during take-off and the ceiling continued to become lower and lower until finally the field closed in with zero visibility. Eleven A/C did get off by this time (two from the 68th) who provided lead for the 44th and the 491st. The target was bombed with excellent results. Flak was moderate and inaccurate. Fighter support was good. All returning A/C had to be diverted to various fields due to the closed-in conditions at Shipdham.

Lt. Kelly in A/C 806 provided the lead for the 491st B.G., 2nd AD, and the Eighth Air Force. Sgt. George Fraga, engineer for Lt. Kelly, relates this story,

I remember we had a full bird Colonel as Command Pilot, a West Pointer, and an all around real Joe. Lt. Frank W. Lane was our navigator. We were lead ship for the entire mission and it was a real lousy day. I used two full cases of double red flares after we broke through the overcast at 18,000 feet trying to assemble the 491st planes for the mission. It was a maximum effort strike and the Colonel stated that when we dropped our marking flares and bombs and turned away to come home, the last ships in the formation had not cleared the coast of England. I remember, too, that after we had dropped our load and I had closed the bomb bay doors, the Colonel told Lt. Kelly to "Rack this thing around and let's get the hell out of here"!! The Germans were really blackening the sky with flak and he didn't want any souvenirs. He was further flabbergasted when, as soon as I got the doors closed, our entire crew got on the intercom and sang, "Herr Hitler says we'll never bomb this place," so we all gave a big raspberry! The Colonel said he had never seen a nuttier bunch. Here the Krauts were throwing everything they could at us and we were singing. I guess that was one way to let go of the tension.

A/C numbers and Pilots were:  
095 Lt. J.R. Collins-Lead 44th Group  
806- Lt. W.D. Kelly-Lead, 491st and 2nd B.D.

Lt. Jack P. McDevitt transferred to the 392nd Bomb Group.

### 17 November 1944

No mission scheduled today. The weather is still closed in.

Sgt. Roy P. May, Jr. completed his tour of operations today. Cpl. Nuttern was promoted to Sgt. today.

### 18 November 1944 LEIPHEIM, Germany

Today's mission was scrubbed before take-off. The weather is still closed in.

Lt. James R. Collins and Sgt. Thomas C. Hatch completed their tour of operations today.

### 19 November 1944

Crews participated in practice flying this afternoon. All men not scheduled to fly attended lectures.

Lt. Thurston E. VanDyke rejoined the squadron from the 4245 Hospital where he has been confined since Sept. 27th.

### 20 November 1944 BOTTROP, Germany

This mission was recalled after assembly due to bad weather, and no sortie credit was allowed.

### 21 November 1944 HARBURG, Germany

The target today was the crude oil refinery at Harburg. The Group put up thirty A/C for this mission. The 68th put up eight. The target was hit with unobserved results, but later it proved to have been hit with excellent results. Captain William J. Keller led the 44th Group and the 2nd Bombardment Division on this mission. A commendatory message from the Eighth Air Force was received by the Group for a job well-done. The flak encountered was intense and accurate.

Five men from the 67th received flak wounds, from minor to serious, and one man, Lt. Robert A. Burke, a navigator, was killed when he was hit in the head with an unexploded projectile.

*Quest*



## The Final Push

A/C numbers and Pilots were:

224 Lt. T.C. Kay-Category "A" Damage  
805 Lt. J.R. Liebrich  
260 Lt. J.C. Gillespie  
660 Capt. W.J. Keeler-Lead, 2nd BD  
001 Lt. J.W. Vaughn  
725 Lt. W.A. Dolan  
553 Lt. E.K. Kohler  
711 Lt. R.L. Mondloh

Sgt. John H. Shelton was seriously injured by a Flying Bomb in London on this date.

The following men completed their tour of operations on this date: Lts. Donald Boyette, Thomas C. Kay, and Sgt. Robert C. Swank.

W.C. Todd comments,

These past few weeks have been as uncomfortable as I can remember here. It is so damp from constant rain that the water in the Commissary is seeping up through the concrete floors of the Nissen huts. A few weeks ago the Germans announced over the radio that they were sending rockets over, but the British refrained from any official mention of it. The rockets have been landing in London for some time, and even up in this vicinity, about every other or third day we can hear one explode. We know they are rockets because no air raid alarm is given previously.

We found that WOBC has a short wave program on the air constantly and we tune in frequently—good news from the USA every fifteen minutes and in between, some very good programs. We receive a wheel barrow full of coke per week per squadron and it is always gone in less than one night. Most of the line men aren't aware of this luxury as there is never any left by the time they get back to the site in the evening.

### 22 November 1944 STAND-DOWN

Lt. George A. Converse and Sgt. Charles Torno completed their tour of operations today.

### 23 November 1944 DUISBURG, Germany

This mission was canceled before take-off.

PFC Raymond M. Pedrosa transferred to the

489th Bomb Group.

Sgt. William G. Morton received a Field Commission to a 2nd Lt. on this date.

### 24 November 1944 STAND-DOWN

The mission that was set up for today was again scrubbed due to adverse weather conditions. We have only carried out two missions since the eleventh of the month.

Lt. H.R. Ryer was transferred to the 67th Squadron today.

### 25 November 1944 BINGEN, Germany

The Group finally got off twenty-five A/C for this target today. The 68th put up seven A/C with Lt. Kelly flying lead for the 392nd B.G. The flak was meager but fairly accurate, with two A/C from the 68th sustaining minor battle damage. 260 P *LILLI MARLENE* had category "A" damage.

A/C numbers and Pilots were:

260 Lt. R.G. Erikson-Category "A" Damage  
711 Lt. E.E. Barnhart  
509 Lt. G.A. Washburn  
504 Capt. Gus Konstand-Squadron Lead  
349 Lt. J.C. Hobbs  
553 Lt. W.J. Clower  
806 Lt. W.D. Kelly-Deputy Lead, 392nd B.G.

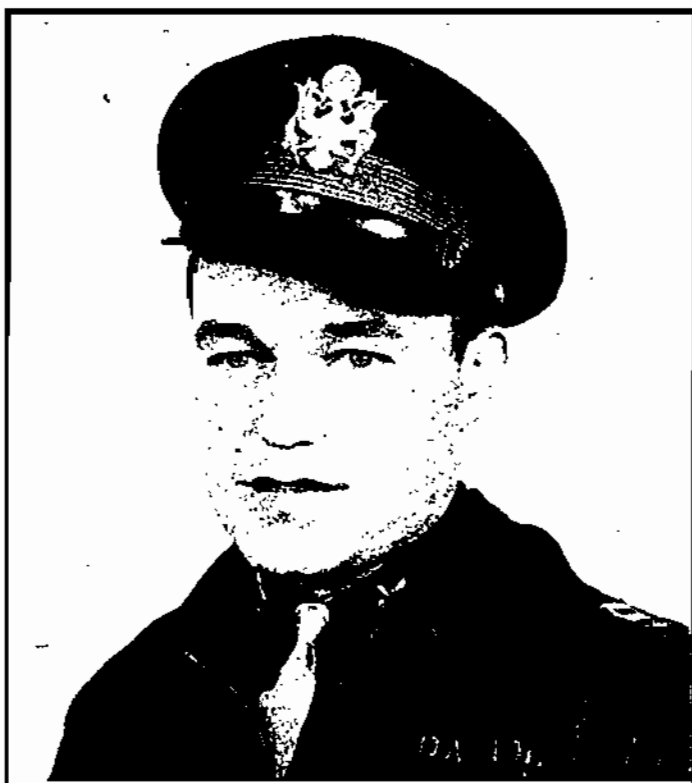
Lt. Thomas D. Drysdale, Jr. completed his tour of operations.

### 26 November 1944 BIELEFELD, Germany

Thirty-one A/C from the Group hit this fuel and power station. The 68th put up nine A/C. One A/C returned early due to mechanical malfunction. Flak was nil to meager, and accurate.

A/C numbers and Pilots were:

660 Lt. R.M. Boggs-Deputy Group Lead (44th)  
806 Lt. J.R. Collins-Lead, 392 B.G.  
805 Lt. J.R. Liebrich  
224 Lt. G.A. Washburn  
001 Lt. R.E. Beckingham  
260 Lt. J.C. Gillespie  
101 Lt. W.A. Dolan  
553 Capt. W.G. Solomon



Frank Davido - Pilot  
Completed his tour on November 8, 1944

**27 November 1944**  
**OFFENBURG, Germany**

The Group put up twenty-four A/C to hit this choke point (rail transport) near Offenburg. Six A/C were sent up by the 68th squadron. The flak was meager and inaccurate. Lt. Collins in A/C 806 led the 392nd B.G. Fighter support was good.

A/C numbers and Pilots were:

101 Lt. J.W. Vaughn ✓  
260 Lt. W.O. Franks  
509 Lt. R.A. Peter  
349 Lt. M.D. Corwine  
805 Lt. J.C. Hobbs  
806 Lt. J.R. Collins-Lead, 491 B.G.

**28 November 1944**  
**STAND-DOWN**

Today was a stand-down.

Lt. Mason W. Johnson, Jr. was transferred to the 67th Squadron.

**29 November 1944**  
**ALTENREKEN, Germany**

The Group put up twenty-four A/C today. The 68th's J.R. Collins was Group lead for the 44th. The Group attacked the target using G-H through 10/10th cloud cover, with unobserved results. Enemy opposition was nil and fighter support was excellent.

A/C numbers and Pilots were:

582 Lt. J.R. Collins-Lead, 44th Group  
711 Lt. H.J. Eckstein-Category "A" Damage  
101 Lt. E.K. Kohler  
224 Lt. H.M. Garbade  
725 Lt. W.A. Dolan

**30 November 1944**  
**NEUNKIRCHEN, Germany**

The Group dispatched twenty-three A/C to bomb the marshalling yards at Neunkirchen. The target was hit with unobserved results through 10/10th undercast. Six A/C were put up by the 68th squadron. Flak was meager and inaccurate.

A/C numbers and Pilots were:

504 Lt. R.M. Boggs-Lead, 2nd Sqd., 44th Group  
509 Lt. E.L. Barnhart  
553 Lt. R.G. Erikson  
711 Lt. E.K. Kohler  
725 Lt. W.J. Clower  
806 Lt. W.D. Kelly-Lead, 491st B.G.

The following men were transferred to DS in Belgium: Lts. Donald R. Jenkins, Hugh C. Maxwell, Jr., Robert G. Seever, William F. Zoellmer, Lauren A. Fisher, Thomas C. Kay; Sgts. Charles A. Olewine, Lee R. Denham, Stanley R. Gordon, William J. Taylor, Harold G. Whitten, Kenneth R. Smith, and Robert C. Swank.

Some of the men who joined the squadron this month were: Trent Ackerman, Constantino Albano, Ned Anderson, Richard Beckingham, Jessie Bledsoe, John Bogue, Ludwig Bollero, Douglas Brown, Arthur Buzza, Rocco Cardinello, Norman Chamberland, Herbert Cohen, Martin Coogan, William F. Cornley, Michael J. Ferrara, Harry M. Garbade, Seigmund Goldman, Louis R. Graham, Fred L. Hall, Fred C. Heichemer, Oscar D. Howlett, John Johnson, Robert J. Kirschling, George N. Lawrence, Homer R. Mackey, Matthew Mankus, Marx, Robert L. Meyer, Robert D. Miller, Roy E. Peterson, R.C. Pitts, Sam R. Raulston, Oscar A. Richardson, William R. Ricker, Ralph L. Roland, Richard Solinski, William G. Solomon, John

## The Final Push

P. Stuprich, Clarence W. Thompson, Traceber, Shelby O. Turner, Jack W. Waddle, Maurice P. Welsh, Thomas J. West, Walter Wright, Louis M. Yurt, Raymond J. Zgoda, and Paul B. Zucker.

### DECEMBER 1944

Another year-end is starting to close in on us—a year that will add up to two hundred and ninety-eight missions compiled for the Group (the day of our three hundredth mission is closing in fast). 1945 will surely be our last year of hostilities and our life in a foreign land. This will be our third Christmas at the same overseas base.

Our line crews proudly point to the achievement of a total of one hundred thirteen successive sorties without an abortion!—a period that started on the 2nd of November. We also have one aircraft engine with a total of 707.10 hours without having been removed from the aircraft.

#### 1 December 1944 STAND-DOWN

The month started out with a stand-down. Just routine maintenance and lectures.

#### 2 December 1944 BINGEN, Germany

The Group dispatched eleven A/C to hit these marshalling yards at Bingen. Two of our A/C (44th) led the 392nd Bomb Group. All reached the objective and bombed on G-H with unobserved results. One A/C attacked a target of opportunity, a railroad bridge three miles west of the target, and hits were observed on the north end of the bridge. Flak was meager and inaccurate in the target area. No EAC attacked our Group; however, they were observed picking up stragglers from other formations. The 44th lost two A/C on this mission. One was a 506th crew flying A/C 42-50766 D+, piloted by Lt. H.L. Bayless and leading a squadron of the 392nd Group. The other A/C was from the 68th, 42-50805 T, piloted by Lt. J.C. Hobbs. Only two men survived and neither were listed as POW.

A/C 42-50805 T, MACR 10834 had the following men on board:

P	2nd Lt. John C. Hobbs	0-828430
	Lanchester, PA	
CP	2nd Lt. Warren H. Cooper	0-828129
	Hampton, VA	
N	F/O Seymour Richfertig**	T128471

	Brooklyn, NY	
B	F/O Thomas P. Smith	T-126546
	Sharon, PA	
E	S/Sgt. Don W. Montre**	39331313
	Topeka, KS	
RO	S/Sgt. Harry H. Brown, Jr.	15327559
	Cadiz, OH	
WG	Sgt. James L. Faulkner	34927059
	Louisville, MS	
WG	Sgt. Harry Cowan, Jr.	31240322
	New Bedford, MA	
TG	Sgt. Daniel I. Kraynik	32934067
	Buffalo, NY	

\*\* returned to base, all others were KIA.

The MACR states:

Between one and four minutes before bombs away, at 1238 hours, this formation flew into a cloud layer formed by a junction of high and low clouds. This aircraft was last seen when the formation flew into this cloud bank. Flak at this time was meager and inaccurate; EAC were seen in the area, but attacked other units following this formation.

*Editors note: Sgt. Don W. Montre was reported returned to military control on March 27th, 1945, but there is no record of his returning to our base. Flight Officer Seymour Richfertig had only the notation of "EUS," evacuated to the United States, beside his name on the MACR, indicating that he survived and was returned to the United States. There is no record of him being a POW.*



Bob Lehnhausen - Commander and Bob Stenstrom - Gunner

## The Final Push

Louis G. Montre, brother of Don, provided the following information:

Don was on his seventh mission and was flying as a gunner in the top turret. The pilot, Lt. Hobbs, pulled their plane up to avoid any possible collision with other planes in the formation when the formation ran into high overcast. But when they broke into the clear at about 23,000 feet, they were attacked by enemy fighters. These attacks caused major damage to their plane, causing fire to erupt in the bomb bay, probably injuring or killing some crew members.

Don made his evacuation from the flight deck after getting out of his turret. He always kept his chute nearby, put it on quickly, and then dove from the flight deck into that burning inferno in the bomb bay. That was the last he remembered until the cold air revived him. When he regained consciousness, he felt like he was floating, and made a free fall to about three thousand feet. Although badly burned, he managed to reach and pull his ripcord; the chute opened. But his chute had a large hole burned in it - it must have been smoldering as he fell. Again, he was lucky because he came down in a forest, his chute catching on a tall tree and breaking his fall, or he surely would have been killed.

Some local people found him and helped him get to the ground, and from there, to a hospital where he received treatment. The first word we heard from him was in March 1945, when he telephoned from New York. Don was sent to a hospital in California where he spent eighteen months for treatment for his burns. His face and his hands were terribly burned. But they did a wonderful job on him: new eyelids, new eyebrows, and part of his nose. His hands were better, too.

I've always suspected that Don was caught in the bomb bay section to have received those burns. The plane was afire and probably exploded.

I'm sorry to tell you that Don passed away on May 12th, 1966. I have no further information regarding that mission.

### 3 December 1944 SOEST, Germany

This mission was scrubbed just after briefing and before the guns were installed in the ships.

### 4 December 1944 KOLSCHAUSEN, Germany

The mission was briefed for Soest marshalling yards today and the Group dispatched 24 A/C. Due to errors made over the bombing area, a target of opportunity was selected and hit by the 44th. Kolschauen was hit by H2X. Results were unobserved. Enemy resistance was nil and fighter support was excellent.

### 5 December 1944 MUNSTER, Germany

This was a limited effort for the 44th today. Only thirteen A/C were dispatched by the Group. Bombing was accomplished by G-H through 10/10ths undercast with unobserved results. Moderate and accurate flak was encountered in the target area: fighter support was very good. The 66th lost one A/C to reasons unknown. A/C 42-95124P+, *SANDBOMB SPECIAL*, piloted by Lt. W. Rogers, fell out of formation, apparently under control, just prior to reaching the target and went down.

The following men completed their tour of operations: Lts. Charles E. Blatchley, and Daniel C. Valenti; Sgts. Fred E. Blue, Jr., James F. Casey, and Melvin E. Olson.

Captain Robert A. Norsen went on Detached Service to the 95 Combat Bomb Wing.

### 6 December 1944 BIELEFELD, Germany

The primary target today was the viaduct and the secondary was the marshalling yards at Bielefeld. The 44th only dispatched eleven A/C and bombed the secondary target: one A/C hit a target of opportunity. EAC were not seen by the Group.

We almost had an unusual accident on the runway today. A B-24 was approaching the main runway from the east, and in the confusion, another B-24 was approaching the same runway from the west. Immediately one pilot gave his ship the gun and got it off the ground, just as the other ship passed under it.

Lt. Milton Feinstein now has the unusual distinction of being Assistant Mess Officer while making his second tour of operations. He was back in the States last summer and is now up around sixteen or seventeen missions on his second tour. Captain Insley, who is Milton's pilot, is Mess Officer and also on his second tour. Lt. Feinstein had several hundred hours

## The Final Push

with the R.A.F. as a pilot when a leg injury grounded him. His current MOS is navigator.

### 7 December 1944 BIELEFELD, Germany

The marshalling yards at Bielefeld were again briefed for today; however, the mission was scrubbed before take off. Bad weather also grounded any practice flying.

We just had a big Court-Martial over at Attlebridge. A member of the Nobility, Sir (name withheld), an expert on Chinese affairs, was found shot on his estate a few months ago. Two G.I.s were picked up, and one by the name of Smith was charged with his murder. Smith was found guilty and was sentenced to be hanged.

### 8 December 1944 STAND-DOWN

Inclement weather kept all aircraft on the ground. Lectures, classes and maintenance were the order of the day.

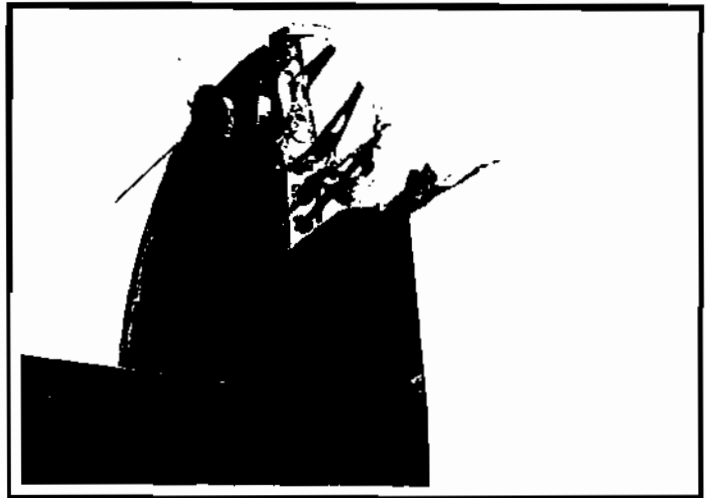
F/O William A. Burlingame was promoted to 2nd Lieutenant. Having completed their tour of operations, the following men have transferred to the 70th RCD on their way to the States: Captain William J. Keeler; Lts. Donald M. Burkhead, Paul M. Holmes, Thomas C. Kay, and Raymond L. Mondloh; T/Sgt. Chester T. Dobrowski; S/Sgts. Donald E. York, Lemuel L. Newsome, and Joe C. Sparks.

### 9 December 1944 STAND-DOWN

Bad weather forced us into another stand-down today. Lt. William J. Clower transferred to the 392nd Bomb Group for duty.

### 10 December 1944 BINGEN, Germany

After three days of foul weather, the 44th dispatched twenty-three A/C to bomb the Bingen marshalling yards. The Gee equipment malfunctioned and, as the formation was already committed to the bomb run, the lead pilot passed over the target. He decided to make a 360 degree turn and drop off the smoke bombs of the succeeding Wing. However, before the turn had been completed, it became obvious that the smoke markers had drifted too far from the



Joe DeTota - Mechanic inspecting tail of  
*HEAVEN CAN WAIT*

target for an accurate bomb run. The decision was then made to return to base with the bombs. Fighter support was excellent. The 68th put up six A/C today, one of which aborted.

Lt. James R. McDonald went on Detached Service to Station 147 and Sgt. Raymond C. Wallis completed his tour of operations on this date.

### 11 December 1944 KARLSRUHE, Germany

The 44th dispatched forty-five A/C (ten of which were from the 68th squadron) to bomb a railroad bridge at Karlsruhe. The Group had two abortions, so forty-three A/C attacked by G-H with unobserved results. The flak was meager and inaccurate. Fighter support was good. Two of our (44th) ships made emergency landings on the continent but returned later. *SOFF VAUGHN*

Lt. Donald L. Clark and crew joined the squadron for duty.

### 12 December 1944 ASCHAFFENBURG, Germany

The 44th dispatched twenty-nine A/C with Captain Sterling Dobbs of the 68th as the Group Lead. The 68th sent up eight planes on this mission. The target was visual for the first time in several weeks. Flak was nil and EAC were not seen. Our fighter support was excellent.

*NOT TRUE - 965 B shot up - badly*

## The Final Push



Shown on Squadron Bomb Shelter, Ray Hamlyn - Pilot, James Cary - Pilot, Herman Pitchon - Navigator, Edwin Purcell - Bombardier, Robert "Foots" Lee - Pilot

### 13 December 1944 RHEINE, Germany

The marshalling yards at Rheine were to be our primary target for today. However, the mission was canceled before take off due to the weather. Some practice flights in the afternoon got off the ground. The weather was very cold, accompanied by a freezing fog.

The following Officers and Enlisted men, having completed their tour of operations, are now in route to the Zone of the Interior, having been transferred to the 70th RCD: Lts. John M. Kohler and Alexander G. Brnilovich; Sgts. Frank S. Holman, Oliver J. Cardinal, Steve Gilesman, Francis A. Tilton, Richard R. Calgaro, and Charles H. Harrison.

### 14 December 1944 STAND-DOWN

No improvement in the weather; another stand-down today. Routine ground training and lectures were the order of the day.

### 15 December 1944 KASSELL, Germany

Today's mission to Kassel was scrubbed and practice flying was scheduled for later in the day.

Sgt. Lester J. Dietz is in route to the Zone of the

Interior, having completed his tour of operations. Lt. Gerald G. Lindsay and crew joined the squadron for duty.

### 16 December 1944 HEILBRONN, Germany

The Battle of the Bulge is not going very well for the Allies and this weather is definitely hampering operations. The 44th dispatched fourteen A/C today; however, the formation was recalled due to adverse weather conditions. No sortie credit was given.

Captain John F. Warga, Lt. James R. Collins and Sgt. Thomas C. Hatch returned to the Zone of the Interior after completing a tour of operations. Lts. William J. Keeler and Thomas C. Kay were sent home on leave today.

### 17 December 1944 STAND-DOWN

There was another stand-down today due to adverse weather conditions.

### 18 December 1944 KYLLEBURG, Germany

The 44th dispatched thirty-five A/C (nine from the 68th) to bomb a road and rail junction at Kyllburg. The formation was recalled just eight minutes from the I.P. because of the weather. All ships returned to base and no sortie-credit was allowed.

### 19 December 1944 HILLESHEIN, Germany

Due to adverse weather conditions, this mission was scrubbed just prior to take off.

2nd Lt. Richard E. Beckingham was promoted to 1st Lieutenant on this date.

### 20 December 1944 STAND-DOWN

The mission for today was canceled after briefing. The base was covered with heavy fog, creating zero visibility all day.

Lt. Vincent Almonia and crew joined the squadron for duty. Sgts. Louis M. Yurt and Richard W. Solinski transferred to the 459th Bomb Group.

## The Final Push

### 21 December 1944 STAND-DOWN

Bad weather continues to keep our planes on the ground. The situation is very quiet around Shipdham as well as many other Bomb Group fields.

The following Officers and Enlisted men, having completed a tour of operations, have departed for the Zone of the Interior: Lts. Donald Boyette, William D. Kelly, William H. Whitsitt, John J. Ferez, George A. Washburn and Edwin R. Friday; Sgts. George A. Fraga, Vanig G. Abrahamian, William E. Henderson, Paul Aragon, William J. Hegelein, and Lester F. Hess.

The following men have completed a tour of operations: Sgts. Chrites, Joseph V. Grothaus, Joan W. McClain, and Woody Staples.

### 22 December 1944 AHRWEILLER, Germany

A briefing was held for a road choke point at Ahrweiler, but was later scrubbed (before take-off) due to adverse weather conditions.

Captain John J. Borah and crew returned from the rest home today. Lts. V. F. McCarten and Earl C. Rabke and their respective crews joined the squadron for combat duty. There is a twenty-one mile restriction in effect for our base, so this means no passes beyond Norwich until further notice.

### 23 December 1944 AHRWEILLER, Germany

After ten days of being grounded due to adverse weather, while the Battle of the Bulge was going strong and the Air Force was unable to do anything about it, the 44th dispatched fifteen A/C today. Four of these were from the 68th. The 44th hit a road choke point, bombing with G-H. The results were excellent and fighter opposition was nil. The Group sustained no losses.

### 24 December 1944 RUWER, DFALZEL AND ELLER

Today was one of the great days in the history of the 44th. It is the day before Christmas and our ground troops need immediate support to stop a surprise drive put on by the enemy. The 44th dispatched sixty-one A/C, the greatest number ever, (with the 68th sending up fifteen) to hit railroad

bridges and tunnels near the front. The bomb run was visual and the results were from good to excellent. Flak and enemy aircraft were nil.

Captain Roy M. Boggs, Lts. William J. Trageser, Joseph V. Vanecek, and John R. Sutton went on detached service to a rest home for seven days.

### 25 December 1944 BEBRA, Germany

This early morning briefing was scrubbed before take-off. For many men at Shipdham, this was the third Christmas spent on this base. But this was the first Christmas that we have had a mission scheduled. This mission was to be in support of our ground troops who are in a very serious situation trying to prevent a counter attack by the Krauts. After the mission was scrubbed the men all seemed to relax and many attended church services—then the traditional turkey dinner. Many were invited to spend the day with their English friends and neighbors and enjoy the festivities and they all prayed that this would be their last Christmas away from home.

The squadron orderly room served eggnog for three hours Christmas afternoon. It was very good and the first many of us had since arriving here at Shipdham over three years ago. It was a white Christmas too. A heavy frost lay on the ground and the shrubs and trees took on eerie shapes and forms under the heavy coating of frost.

### 26 December 1944 STAND-DOWN

There was another stand-down today due to adverse weather conditions.



42-51101 CORKY and Chuck Wagner  
prior to Jan 45 when CORKY was lost at Dortmund



## The Final Push

Cpl. Walter E. Winiarski was reclassified to 835.  
Cpl. John J. Farrell, Jr. was reclassified to 901.

### 27 December 1944 HOMBURG, Germany

The 44th dispatched twenty-three A/C (six from the 68th) to hit the marshalling yards at Homburg. Neither the first or second squadrons' bombing results were good, but the third squadron had excellent results. Flak was light and inaccurate. The 446th Bomb Group who was just ahead of the 44th in the bomber stream, was hit by flak just outside Strassburg, where their number four ship took a direct hit of flak and blew up. The explosion took both wingmen down also. No chutes were observed from any of the three ships.

The following Officers were promoted to First Lieutenants: Robert M. Cohen, Carl S. Goldman, Fred C. Heinchemer, and Charles H. Lawhorn.

### 28 December 1944 KAISERSLAUTERN, Germany

A rail and road junction at Kaiserslautern was the target for twenty seven A/C dispatched by the Group, including nine from the 68th. Our bombing results were excellent. Meager to moderate and fairly accurate flak was encountered at the target, which was clear. This was an ill-fated day for the 68th as one A/C is MIA. Another A/C was forced to return early due to some sort of malfunction. It crashed, and the entire crew was killed when a bomb exploded. Still another ship had to crash-land on the continent, with all the crew coming through O.K.

A/C 44-10582 D was leading the 491st Bomb Group and had the following men on board:

P	Capt. Gus Konstand	0-794428
	Akron, OH	
CP	1st Lt. George H. Oliver, Jr.	0-819153
	Valdosta, GA	
N	1st Lt. George J. Parker	0-699237
	Houston, TX	
B	1st Lt. William E. Loflin	0-19961144
	Huntington, WV	
E	T/Sgt. Edwin C. Fields	33522224
	Richmond, VA	
RO	T/Sgt. William B. Lybarger	39556559
	Miami, AZ	
WG	S/Sgt. Howard W. Garrett	18098718
	Goldwater, TX	
WG	S/Sgt. Addison C. Davis	31312747

	Canterbury, CT	
TG	S/Sgt. Reubin J. Stephanovic	3169810
	McKeesport, PA	
NG	S/Sgt. George Povich.	33675477
	Cannonsburg, PA	
C/P	Capt. John L. Henderson	491st B. G.
GH/N	1st Lt. Robert M. Cohen	0-19998374
	Cincinnati, OH	

All crew members were killed except William B. Lybarger, Howard W. Garrett, Addison C. Davis, John L. Henderson, and Robert M. Cohen, who were POW.

*Note: Robert M. Cohen was never officially listed as POW but the MACR indicates that he survived and returned to the USA.*

The MACR states:

A/C 44-10582 was the G-H lead for the 491st Bomb Group. At 1235 hours on the bomb run this A/C received two direct flak hits in the bomb bay. Fire broke out immediately and this aircraft's bombs were dropped. This aircraft dropped below the formation and seemed to stay under control for approximately 90 seconds before breaking in two at the waist. Both sections of the aircraft were seen to crash into the ground.

Right waist gunner Addison C. Davis sent these recollections,

We were on the bomb run when we took two direct hits. The first set off a box of flares on the flight deck and set us on fire. The second one hit right under us in the waist and knocked us over. Edwin D. Fields, engineer, was standing right beside me and was not injured. I picked up my parachute pack and put it on, then started back to the tail to help Stephanovic, tail gunner, to get out.

The next thing I knew, I was out in the air! I opened my chute and looked down. I could see four chutes below me. The plane was completely gone! They were still shooting at us on the way down. When I hit the ground, a bunch of German soldiers jumped on me. I had a broken leg, so they put me in a wheelbarrow and pushed me up a hill into a town.

Later that day, I saw Lybarger and Garrett. They were both all right. Lybarger said he landed right near Captain Henderson, who was not seriously injured either. But I never saw them after that. They put me on a hospital train for four days. Later, I wound up in a

## The Final Push

military hospital where they finally set my leg.

About a month later, they sent me to a POW hospital where I stayed until we were liberated by the American Armored Division in April, 1945.

Pilot, Thurston E. Van Dyke, crash-landed his ship on the continent, near Brussels, with a wounded navigator. This was the second crash-landing in seven missions for Van Dyke. (Both landings were caused by enemy action).

The third 68th ship encountered engine trouble just prior to reaching the enemy coast and returned to our field with #2 feathered. He missed his approach and began a right turn, lost another engine, hit a tree, crashed, and blew up. There were no survivors.

A/C 42-95260 P, *LILLI MARLENE*, MACR 15998 had the following men on board:

P	2nd Lt. Jesse W. Bledsoe	0-718848
	Corpus Christi, TX	
CP	2nd Lt. Warren W. Griffith	828160
	Greenfield, IN	
N	2nd Lt. Harrison W. Wellman	0-20652034
	Battle Crk, MI	
NT	Sgt. Nicholas J. Fidares	42068546
	New York City, NY	
E	Sgt. Ernest F. Arnold	17035780
	Watertown, SD	
RO	S/Sgt. Theodore W. Frangos	12036607
	Bronx, NY	
WG	Sgt. Charles E. Stell	18187261
	Bay City, TX	
WG	Sgt. David Barth	42069644
	Brooklyn, NY	
HG	Sgt. James J. Garrett	31388309
	Worcester, MA	
TG	Sgt. Willard Kiser	32836806
	Endicott, NY	

Reports state that this aircraft had to turn back from the mission because of engine trouble. As the plane approached the field with number two engine out, it was seen to lower to about 500 feet on approach. It missed the runway and then began a right turn, when it stalled out and crashed. One bomb exploded, demolishing the plane and killing the entire crew.

12/29 - STADTKYLL, GERM  
711 - VAUGHAN



Crash of A/C 42-95260 *LILLI MARLENE*  
Jesse Bledsoe and Crew aborted mission on  
December 28, 1944. There were no survivors.

### 30 December 1944 AHRWEILER, Germany

A rail and road junction was bombed at Ahrweiler by thirty-four A/C of the 44th, with the 68th putting up six of the total number. One other A/C from the 68th aborted due to mechanical malfunctions. The target was attacked using G-H means through 10/10th undercast with unobserved results. Our fighter support was good and enemy resistance was nil.

Sgt. Jacob T. Elias completed his tour of operations.

### 31 December 1944 NEUWIED, Germany

The old year was finished out with a bombing mission against a railroad bridge at Neuwied, Germany. The 68th participated on this mission with eight A/C, all of which received sortie credit. Due to an equipment failure, the actual target bombed was a railroad junction at Dorsel. Bombing was accomplished through 10/10th undercast with the results unobserved.

Sgts. Abie Aberjanian and Vanig V. Abrahamian completed their tour of operations today: what a nice way to finish up the year! A very gala time was had by the men of the 68th, celebrating what all hoped would be their last New Year's Eve in the ETO.

In summary, the month of December (operationally speaking) was: exactly one hundred sorties

## The Final Push

were credited to the 68th A/C during the month (fourteen missions were flown). The 68th lost two A/C in crashes and two others were listed as MIA. Personnel casualties were: twenty men MIA and ten were killed in a crash. During the month, four A/C aborted: two due to mechanical functions and two to causes unknown. The pilots and crews of the 68th had the following lead positions on missions: three squadron leads, two Group Deputy leads, five Group leads, four Deputy Wing leads, and one Deputy Division lead.

In the Engineering department, the following are the records as they now stand: M/Sgt. Calbert now leads the squadron in the number of sorties without an abort due to mechanical failure with eighty nine; M/Sgt. Villemez follows with seventy four on A/C 805; M/Sgt. Todd is third with seventy two, and M/Sgt. Wood is fourth with seventy consecutive missions without an abort. The squadron record total number of sorties in succession without an abortion stood at one hundred and thirteen on the 10th of December, when the first mechanical abort occurred. This total covered a time frame from November 2nd to December 10th. This is a splendid record.

The squadron had no meetings during the month, but the personnel was kept abreast of the events that occurred by the numerous bulletin boards throughout the squadron sections.

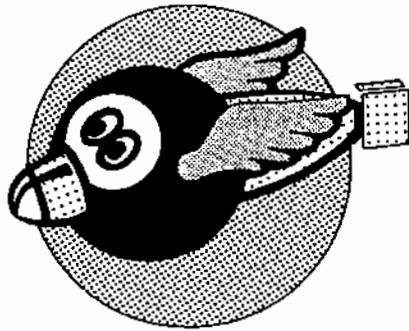
Some of the men who joined the squadron this month were: Vincent Almonia, Leo Boncher, Harry Brown, Burley, Donald Carlson, Franklin Carns, Phillip Castle, Edward Chovan, Donald Clark, Robert Cohen, William M. Cwiakala, George J. Edelen, Ennis, Faust, Armand Fracaro, Attilio Gambetta, Clifford M. Getz, Donald H. Craney, James M. Grantano, Jack R. Gridley, Alexander W. Harry, Clarence W. Hartwig, Edwin J. Henrich, Powell A. Hightower, Howeth, Jones, Keba, Robert P. King, Kenneth L. Kobus, Max H. Komisor, Kopperdud, Edward Kozicke, James E. Lafferty, Carl H. Langfeld, Gerald G. Lindsay, William S. Marquez, Vincent F. McCarten, Samuel McKinney, Jr., Nagler, Arthur P. Oliver, Elmer L. Peebles, Max Pepper, John L. Phillips, William D. Potts, Earl C. Rabke, Robert L. Richardson, Curtis L. Schnell, Albert L. Scheetz, Sobnell, George R. Strahler, Paul L. Taylor, William J. Troxel, Theodore B. Tyndall, John W. Vaughn, Howard C. Wolf, Joseph S. Woolamn, and James W. Zeller.

*415 CREW  
3/6 OCTOBER*



Hermann Sapp - Engineer  
and Charles Cary - Pilot

**CHAPTER VI**  
**ON THE RUN**





Misburg Oil Refinery

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## CHAPTER VI ON THE RUN

### JANUARY 1945

Another New Year! The air war is at its peak. Four or five thousand Allied A/C over Germany in any one day is now common. How can the German people hang on with the the Americans hitting them on day shift, the Canadians on swing shift, and the British on graveyard shift. Round the clock—day in and day out—only bad weather provides the German people with any break at all from the constant hammering in the Fatherland.

But on the ground, it's a different story: the German all-out effort in the Battle of the Bulge is causing serious problems and, with bad flying weather, all our air power is sitting on the ground. Equipment, fur lined jackets, and fur lined boots are being taken away from our men, if they are not specifically authorized them, and shipped off to the front. And along with this equipment goes man-power; every section of every squadron has been told to give up five percent of their manpower. Requirements are simple: can he carry a gun?

#### 1 January 1945 KOBLENZ, Germany

The Koblenz/Lutzel railroad bridge was the target for the 44th Group's bomb load. Thirty-one A/C were dispatched, seven being from the 68th squadron. The target was hit with excellent results for the lead squadron (68th), and good results for the high right squadron, while the low squadron dropped four miles short of the target. The target was bombed visually with moderate, fairly accurate flak being encountered. Eight A/C from the Group sustained varied degrees of battle damage. All German transport and personnel use this bridge to support the western front lines.

PFCHarry C. Tolliver transferred to the Infantry.

The squadron strength is now at 572 men.

#### 2 January 1945 KOBLENZ, Germany

We dispatched thirty-five A/C (with the 68th sending out eight) to hit the same target as yesterday.

The results were unobserved for the lead and high squadron, and the low squadron was believed to be short again. There were no losses in the Group and no A/C sustained any flak damage.

#### 3 January 1945 LANDAU, Germany

Today was the eighth consecutive mission for the Group. The 44th dispatched twenty-two A/C, including seven ships of the 68th. No flak or EAC were encountered and no damage was incurred. Fighter support was excellent.

Lt. Boggs and crew returned from the rest home.

#### 4 January 1945 STAND-DOWN

Lt. James R. McDonald went on D.S. to Station 147.

#### 5 January 1945 NEUNKIRCHEN, Germany

The briefed target for today was Oberstein and the Group dispatched twenty-two A/C, six of which were from the 68th. The secondary target, Neunkirchen marshalling yards, was hit with fair results on a visual run. Flak was moderate and six A/C sustained slight battle damage.

A number of combat personnel were promoted today.

#### 6 January 1945 ASCHAFFENBURG, Germany

The mission was briefed, then scrubbed before take-off. Crews attended lectures and ground training.

2nd Lt. Herbert Cohen was appointed 1st Lt.

#### 7 January 1945 LANDAU, Germany

The 44th dispatched thirty-five A/C, including six from the 68th. However, five ships did not attack: four for mechanical reasons and one because of losing

the formation. The target was hit with G-H through 10/10th cloud cover, with unobserved results. Enemy resistance was nil, with no losses for the Group.

**8 January 1945  
BURG REULAND, Germany**

The 44th dispatched twenty-two A/C, with the 68th sending up four. One 66th ship aborted and the remaining twenty-one bombed the target on G-H, through 10/10th undercast with unobserved results. A B-24 from the 466th Bomb Group attempted an emergency landing at our base and crashed. There were injuries but no fatalities.

1st Lt. Franks and crew went to the rest home for seven days.

The following men completed their tour of operations: Lt. Elvin L. Barnhart; Sgts. Walter D. Campbell, Ted W. Dressler, Oliver M. Lopez, Jerome J. Mikulas, Donald H. Rosenberg, Lester Sanders, Jr., and Kenneth J. Waitt.

**10 January 1945  
STAND-DOWN**

The 44th Group was non-operational today; however, three A/C were dispatched. Two flew with the 392nd B.G., one as lead and one as deputy lead. One flew lead for the 491st B.G. to Dasburg, Germany. The 68th put up one A/C as deputy lead for the 392nd B.G. Results were unobserved. Flak was meager and inaccurate.

The following men completed their tour of operations; Lts. John J. Ferenz, William D. Kelly, Frank W. Lane, Jr.; Sgts. Paul Aragon, George G. Fraga, Lester F. Hess, William E. Henderson, and William J. Hegelein.

One night last week a buzz bomb sailed directly over the field and landed at Watton. Every day you can hear explosions of some sort and you don't know if they are buzz bombs, rockets, or some action at the British battlefield over at Thetford (approximately seven miles distance). Yesterday we heard explosions about five miles away, judging from the smoke which arose. The smoke resulted from a few bombs that were accidentally dropped from a formation that was heading for a mission over Germany.

**12 January 1945  
STAND-DOWN**

There was no mission yesterday and none today. The weather is terrible, with snow and ice everywhere.

The following men completed their tour of operations: Lts. Wallace J. Balla, and John J. Egan; Sgts. Abrahamson and Lawrence P. Sarver.

We've had considerable snow here ever since Christmas, when frost covered the trees and countryside. Just now it is snowing and has been for the past week.

**13 January 1945  
KAISERSLAUTERN, Germany**

The Group dispatched twenty-three A/C, with six from the 68th. One of our A/C was lead for the 392nd B.G. and another was lead for the 491st. Our planes made up two squadrons, one flying high right on the 392nd and the other flying high right on the 491st. They bombed on G-H with unobserved results. Flak was meager and inaccurate.

This target was bombed at the request of ground forces, as it is a vital communications choke point which supports the German Army with personnel and equipment. One ship from the 506th did not return, but it is believed to have landed in France or Belgium.

**14 January 1945  
HEMMINGSTEDT, Germany**

The 44th dispatched thirty two A/C to lead the 14th Combat Wing in a hit on this oil refinery. This target was located on the west side of the Danish peninsula in Germany. Seven A/C from the 68th flew on this mission. The target was attacked visually with excellent results. Enemy resistance was nil in the target area, and fighter support was very good.

Lt. Roy M. Devlin transferred to Headquarters.

Lt. Anthony M. Ellmer and Sgt. Walter J. Fitzmaurice completed their tour of operations.



15 January 1945  
BUNHEIM, Germany

This mission was briefed but scrubbed just prior to take-off. Local formation flying took place in the afternoon.

16 January 1945  
RUHLAND, Germany

The synthetic oil plant at Ruhland was the briefed primary target and the 44th dispatched thirty-three A/C, nine of which were from the 68th. The target could not be located, so we headed for Dresden. One A/C, 295 V (from the 68th) was abandoned over England when it ran out of fuel. Sixteen other planes landed in France, three of which were abandoned or left for repairs.

At the field here, shortly after take-off, a heavy fog hung over the base. It did not clear when ships were due. Some could be heard overhead but could not get down. Lts. Eckstein, Dolan, Franks and Gillespie landed in France or Belgium and did not return for a few days. Most of our guys had a nice time in Lille and other cities. That same night we firmly believed we had lost four of five ships due to weather and enemy action. Lt. Lindsay was over the field, but could not get in, and when he was about six or seven miles from Norwich he ordered the crew to bail out. Two of the men broke small bones in their feet but others were O.K. One landed on a WAAF billet and was taken care of by the WAAF girls who pulled him off the roof. Lt. Lindsay and his co-pilot set the autopilot and then bailed out. *H/C 42-110095*

Col. Snavely, flying as Command Pilot with another squadron, ran into problems and had been given up as lost because someone had seen his plane go down over the target. It seems they had one engine shot out over the target, and, while flying low and using evasive action, another engine was lost. When the third engine commenced to sputter and seemed to be ready to conk out, the crew was ordered to bail out and they all managed to come down just inside our lines. They returned to base Friday and Col. Snavely immediately visited the parachute section and gave the boy who packed his chute a five pound note.

Three of Lt. Boggs' crew members were injured: Sgt. DiGiancinto was hit on the chin by flak, another was hit in the foot, and one was hit in the eye by flak splinters.



Myron Brewster and Charles Blatchley - Bombardiers  
Both completed their tours in January 1945

Sgt. Ralph J. Knight, Jr. completed his tour of operations.

Howard Stevens recalls:

I had a long talk with Johnny Shelton, who returned from a London hospital a few weeks ago, where he had been a rocket casualty. He tells me he was standing on a curb waiting for a bus in South London when a rocket hit approximately 200 feet away. He was blown into a building which later collapsed. He and others were dug out and rushed to a hospital. He was found to have a severe brain concussion, a lame back, and some flak in his shin, which is still there. He feels O.K.—walks lame—and is waiting to fly again. To his Purple Heart he now adds a Cluster. He also has the Silver Star.

I've just received a letter from Warwerra in Texas, where he now attends gunnery instructor school. He tells me that after landing, he had a twenty five day furlough, then another fourteen days with his wife in Atlantic City.

## On The Run

### 17 January 1945 HARBURG, Germany

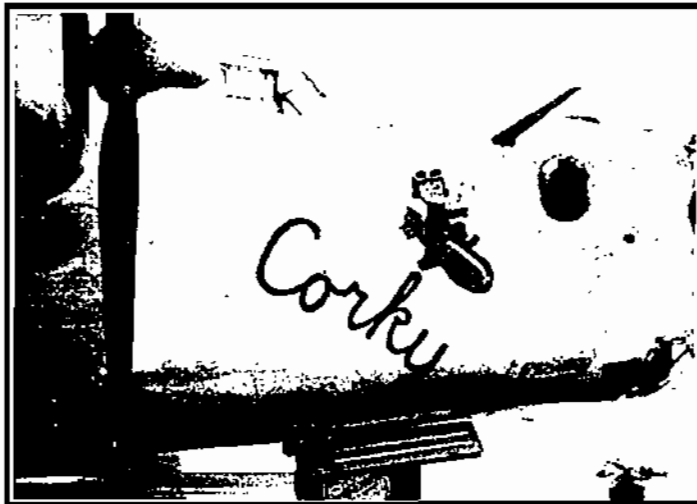
The 44th dispatched eleven A/C (three from the 68th) to form the high right squadron of the 14th Combat Wing. Visibility was good and the bombing results were excellent. Flak at the target was intense and accurate. Seven A/C received minor battle damage with no losses for the Group.

The following men completed their tour of operations: Lts. Myron R. Brewster, John L. Kennedy, Murray Milrod, William R. Sincock, and Alfred R. Williams; Sgts. Buster R. Manshack, Harry Ostrove, Phillip J. Peth, and Wendell O. Swisher.

The number of guards furnished by each squadron has been increased to six. This is due to the fact that Jerry raided fields in France and Belgium and caused considerable damage a few weeks ago. The Germans caught Allied—mostly British—planes, tip to tip, ready for take-off, and strafed the hell out of them. Our AA defense has also been strengthened. Another reason for increased protection is some time ago escaped German prisoners were caught on a field, trying to get a B-26 started up. We found that all Germans have a plan which involves heading for the nearest field to escape in one of our planes.

### 18 January 1945 STAND-DOWN

No mission today. One was scheduled to Heilbroun Marshalling Yards but was then canceled.



42-51101 CORKY  
Lost at Dortmund on January 28, 1945

Lt. J.R. McDonald was transferred to Hq. & Hq. Sqd. 2nd A.D.

### 19 January 1945 STAND-DOWN

Bad weather continues to keep us on the ground. Ground training, lectures, and maintenance were the order of the day.

### 20 January 1945 ASCHAFFENBURG, Germany

There was an early morning briefing but the mission was canceled prior to take-off.

### 21 January 1945 HEILBRONN, Germany

The 44th dispatched only eleven A/C, three from the 68th.

One 68th A/C, 725 M, and crew were MIA but the crew returned on the 29th. The no. 4 engine had run away and could not be feathered and no. 1 and no. 2 engines were running dry of fuel, so the pilot ordered the crew to bail out.

A/C #42-50725 M had the following men aboard:

P	1st Lt. Walter O. Franks	0-818764
	Uninjured	
CP	2nd Lt. William A. Burlingame	0-1997881
	Uninjured	
N	1st Lt. Franklin DeLong	0-722283
	Uninjured	
E	T/Sgt. William Huey	34601283
	Uninjured	
RO	T/Sgt. Donald E. Walker	38355461
	Uninjured	
WG	S/Sgt. James A. Potts	14100400
	Uninjured	
WG	S/Sgt. Clarence I. Glanz	37706584
	Uninjured	
NT	Unknown <i>Don H ENNIS</i>	333 55 46
TG	S/Sgt. Robert W. Stenstrom	16129841
	Hospitalized	

S/Sgt. Robert W. Stenstrom stated that he was the injured crewman. He said that he thought the plane had been hit by flak, causing the difficulty. When ordered to bail out, he and all the others got out fine and they all landed unhurt except Stenstrom, who landed in a tree and was injured when one of the

## On The Run

limbs punctured his cheek. He also broke three ribs. Military personnel from the First Tactical A.F. Provincial No.374 took him to the 51st Station Hospital for treatment. He was there for three days. He then joined the others from his crew at Hotel Francois, and on the 24th they were flown back to London. A train bought them back to Norwich and they were back for their next mission on February 6th.

Ships got off today in freezing weather. A thick coat of ice lay on the runway.

Prior to today we have been grounded for a few days. Missions were scheduled and everything was ready for take-off, but the missions were scrubbed at the last minute.

### 22 January 1945 STAND-DOWN

No mission scheduled for today.

Sgt. H.W. Fritz transferred to the Detachment of Patients, 231st Station Hospital.

### 23 January 1945 STAND-DOWN

No mission today. Bad weather canceled all flying.

### 24 January 1945 STAND-DOWN

A mission was scheduled then canceled due to bad weather.

Lt. Frank A. Kiggins and crew joined the squadron today.

### 25 January 1945 CANCELED

Another mission was scheduled, then canceled due to adverse weather.

The following men transferred from the 392nd Bomb Group: Lts. George W. Barger and Theodore Balides and Sgt. Edward W. Domme.

### 26 January 1945 STAND-DOWN

Bad weather continues to keep our planes on the ground.



A Crew waiting for the flare to start engines. Lewis Berry in clean coveralls with his back to the camera is the Crew Chief. Combat Crew members from left to right are: Richard Haft - Bombardier, Norman Chamberland - Nose Turret, Benjamin Richmond - Navigator, Donald Mc Lean - Gunner, John Hall - Co-Pilot, Thurston Van Dyke - Pilot, Joseph Grothaus - Gunner, and Laurence Rose - Engineer.

Lt. M. Zlotnick and Sgt. F.E. Blue, Jr. transferred to the 70th RCD for shipment to the Zone of the Interior.

### 27 January 1945 KIEL, Germany

A mission was briefed for the ship yards at Kiel but once again it was scrubbed before take-off.

Sgt. A.L. Ladd completed his tour of operations and started on the first leg of his journey home.

Major Lehnhausen went on a four day leave from his duties as Squadron Commanding Officer.

### 28 January 1945 DORTMUND, Germany

Operations resumed today after a week of bad weather. The 44th dispatched twenty-eight A/C, seven of which were from the 68th. An intense haze covered the target and results were unobserved; flak was accurate and intense. One A/C from the 506th Squadron, A/C 44-10542, crash-landed on the continent, and one A/C from the 68th was MIA.

A/C # 42-51101 E, CORKY, MACR 12007 had the following men aboard:



Myron R. Brewster - Bombardier  
Completed his tour in January 1945

P	1st Lt. Maurice D. Corwine	0-771320
	Sedalia, MO	
CP	F/O Robert L. Lough	T-126827
	?, WV	
N	2nd Lt. Wayne C. Scott	0-2066052
	Palm Beach, FL	
B	1st Lt. Earl P. Howser	0-864127
	Kansas City, MO	
E	T/Sgt. Joseph H. Walker	14135751
	Sycamore, AL	
RO	T/Sgt. Patrick N. Colosimo	13061725
	Branchton, PA	
NT	S/Sgt. Vernon O. Kirkey	31166867
	Plymouth, MA	
WG	S/Sgt. Glenn E. Mace, Jr.	17151925
	Washington, IA	
WG	S/Sgt. Wilbert R. Steinmiller	12239759
	Rochester, NY	
TG	S/Sgt. Edward I. Weinman	32828525
	Long Island, NY	

The MACR briefly states that this aircraft was flying at 21,000 feet, encountering intense, accurate flak. It was seen to take a direct hit in the bomb bay. At this time, 1200 hours, the aircraft was seen to fall out of formation with a fire in its bomb bay. Three

chutes were observed. It then staggered, continually losing altitude, and then blew up.

The Pilot and the Radio Operator were the only two men who survived. All other men aboard were KIA.

Sgt. Eugene J. DeWaters completed his tour of operations.

**29 January 1945**  
**HAMM, Germany**

The 44th dispatched thirty A/C—seven from the 68th—to hit the marshalling yards at Hamm. The target was attacked on PFF with unobserved results. Flak was meager to moderate and inaccurate. All A/C returned to the base with no more than minor battle damage.

Yesterday, one of our (68th) ships was involved in a take-off accident. This was A/C 42-50349, piloted by Vincent Almonia. It is believed that the icing on the wings froze on contact, destroying the lift. The ship crashed about two miles east of the runway, caught fire and burned completely. Sgt. Layton W. Scott, gunner, was fatally injured and died on February 4th.

Sgt. Jacob T. Elias returned to the Zone of the Interior. Lt. Joseph C. Gillispie and crew returned from a Rest Home.

**30 January 1945**  
**STAND-DOWN**

No flying at all, not even practice.

**31 January 1945**  
**HALLENDORF, Germany**

Thirty A/C were dispatched by the 44th today—seven from the 68th. The mission was recalled after the formation reached the Dummer Lake area. On the return the base was closed in, so all A/C were diverted to Yorkshire. Sortie credit was given to all A/C. They are scheduled to return to base tomorrow.

A short summary of the month follows:

During January, fifteen accredited missions were made by the Group and Squadron. A total of eighty-seven accredited sorties were made by the A/C of the 68th. Five A/C aborted, all due to engine failures. The squadron lost five A/C due to the following reasons:

one A/C and crew are as yet MIA; three A/C were abandoned by their crews over the Continent, having been damaged by enemy action and having become too dangerous to continue flying; and one was lost when it crashed and burned just off the runway. Only one man was seriously injured. Three A/C landed on the Continent, and are still under repair before being returned to the squadron.

The record for the 68th Crew Chiefs: M/Sgt. Calbert leads the squadron with ninety-seven accredited missions without an abort due to mechanical failure; M/Sgt. Villemez—seventy-five; M/Sgt. Wood—seventy-four; and M/Sgt. Todd—seventy-three.

There was a squadron meeting during the month, at which was heard the Articles of War; The general reading of Court Martial cases, praises for good work rendered, and suggestions for bettering our existing records. Snow was plentiful.

Some of the men who joined the squadron this month were: Theodore Balides, George W. Barger, Edgar T. Bell, Clifford Bengston, Raymond C. Burglund, Clarence R. Clark, Edward W. Danziger, Edward W. Domme, John F. Gaus, Billie E. Grau, Paul Gretsky, John F. Irwin, Norman J. Johnston, Robert P. Kay, James E. Keith, William D. Kelsh, John L. Kennedy, Frank A. Kiggins, Harold A. Lee, Albert W. Leibner, Buster R. Manshack, Murray Milrod, Redman J. Morrissey, Emmett P. Mozee, McGary, Harry Ostrove, Edward H. Overbey, Robert H. Palmer, William R. Sincock, C.W. Taylor, Tharp, Charles F. Vogel, Jim Walton, and William L. Warner.

### FEBRUARY 1945

Early in 1945, after Hitler's Ardennes offensive had shaken the Allied confidence in the likelihood of an early end to the war, there was increasing pressure on Carl A. Spaatz, Commanding General of the 8th Air Force to come up with some decisive blow from the air. In an atmosphere of impatience and frustration, Spaatz abandoned his usual stance. On February 3, 1945 he sent nearly 1,000 bombers against Berlin. The raid was directed at rail yards and other transportation targets, but many of the bombs fell on Government buildings in the center of the city. Later Spaatz admitted that his heavies bombed indiscriminately, making no effort to confine the bombing to military targets. Perhaps 25,000 Berliners died in that raid.

On February 13 and 14, British and American bombers raided Dresden, a hundred miles south of

Berlin. The destruction at Dresden became the symbol of the air war's final months of terror from the sky. The initiative of this attack came from Churchill. He and Roosevelt were to meet with Stalin in Yalta, and neither leader had much to show Stalin in the way of recent Anglo-American ground successes. Blasting Dresden and other cities in eastern Germany would give Stalin tangible proof of the efforts on Russia's behalf. The raids would sow confusion among the thousands of Germans fleeing the Red Army offensive, and also hamper movement of German troops to the eastern front. It would also remind Stalin of the awesome air power possessed by Britain and the United States.

By April, the bombers had simply run out of targets. On April 16th, with the U.S. and Russian ground forces converging in the heart of Germany, the Anglo-American strategic air offensive was officially ended.

The air offensive had been waged at a cost of nearly 160,000 Allied airmen—79,265 American, 79,281 British—and an undetermined number of German fliers. The effectiveness of the bombing, as well as the morality of killing an estimated 305,000 German civilians, would be the subject of endless post-war debate. The bombers did not fulfill the dreams of early prophets who predicted that air power alone could win the war. Nor did air power crack the German will to resist. But the Allied ground armies, which were now overrunning the Reich, were there in large part because of the devastation that had been wrought at such cost by the bomber offensive.

The Forty-Fourth Bomb Group flew its three hundredth operational mission, leading the 14th Combat Wing to the rail center at Weimar. That averages out to about ten missions per month for the entire period in the ETO. During the month, many of our men passed their 30th month overseas. There was no celebration at Shipdham, just preparation for the next day's mission. Only bad weather will keep the Flying Eightballs on the ground.

### 1 February 1945 STAND-DOWN

There was no operational mission on this day due to very poor weather.

The following men were transferred to the Infantry: Sgts. Thomas E. Kramer and Joseph C. Morris; Cpl. John J. Zmeiko; Pvts. Maurice F. Cleveland,



Odis Carmichael Co-Pilot  
Completed his tour in February 1945

William L. Gilcock, Jr., Harold Kopf, Albert J. Lee, Langdon, Ross G. Sena, Richard Swanson, and Thomason.

**2 February 1945**  
**BERLIN, Germany**  
**DRESDEN, Germany**

Today the crews were briefed for two plans of attack. Plan "A" was a mission scheduled for Berlin, while Plan "B" was a mission for Dresden. However, both plans were scrubbed after the briefing. Only ground training and lectures were scheduled; no local flying.

**3 February 1945**  
**MAGDEBURG, Germany**

Thirty three A/C were dispatched from the 44th today—nine from the 68th—to attack the oil refineries at Magdeburg. However, the marshalling yards at Magdeburg were hit instead. This secondary target was attacked using H2X with unobserved results. Flak was meager to moderate but generally inaccurate. Heavy and accurate flak was encountered on the way in and on the way out. Several A/C received minor flak damage.

Lt. Henry M. Garbade flew as Squadron Lead.

The following men completed their tour of operations: Lt. Gordon C. Woodland and Sgt. Kenneth R. Smith.

**4 February 1945**  
**STAND-DOWN**

Lt. Homer W. Crump and Lt. Theodore R. Williams, along with their respective crews, joined the squadron today for combat duty.

**5 February 1945**  
**MUNICH, Germany**

There was an early morning briefing for the Munich marshalling yards but it was scrubbed prior to take-off.

Lt. Dudley D. Drake <sup>or Warner</sup> and crew joined the squadron for combat duty. Sgt. Charlie C. Pigg returned from Detached Service at Great Sanky.

Sgt. Frank S. Mull and Cpl. George A. Young went on Detached Service to Kirkham for fourteen days. Lt. Earl C. Stevens transferred from the 2nd AD. Sgt. Doyle D. Waites was reclassified to 750, Sgt. James A. Chandler was reclassified to 905, and Sgt. Thomas H. Tomlin was reclassified to 678.

**6 February 1945**  
**MAGDEBURG, Germany**

The 44th primary target was again the Rothensee Oil Refinery at Magdeburg, with the 44th dispatching thirty-two A/C—seven from the 68th. 10/10th cloud cover obscured the target, so the secondary, the marshalling yards, was attacked using H2X with unobserved results. Flak was moderate and inaccurate with three A/C sustaining slight battle damage.

Lt. Robert G. Seever flew as deputy Wing Lead.

Lt. Robert J. Billingsley transferred to the 70th RCD on the first leg of his journey back to the States. Sgts. Paul R. Brown and John Parlapiano completed their tour of operations.

**7 February 1945**  
**OSNABRUCK, Germany**

This mission was briefed in the early morning hours but was scrubbed before take-off.

Sgt. Paul A. Taylor completed his tour of opera-

tions. Lt. Jack F. Comstock and crew joined the squadron. Sgt. Stanley H. Duckie was killed by an explosion of bombs while on guard duty in a non-battle status by a burning A/C on this field. He was in a ground crew shack several yards away from the aircraft and was unaware of the fire.

**8 February 1945  
BIELEFELD, Germany**

A mission was briefed to attack the railroad viaduct at Bielefeld but the mission was recalled as our A/C were making assembly.

**9 February 1945  
MAGDEBURG, Germany**

The ordered primary for today was the Rothensee Oil Refinery at Magdeburg. The Forty-Fourth dispatched thirty three A/C—eight of them from the 68th. As usual, the target was obscured by clouds, so the secondary target, the marshalling yards, were bombed. Lt. Herman Eckstein of the 68th was Group Lead. Flak was moderate and fairly accurate. There was no battle damage to our A/C on this mission.

The following men completed their tour of operations today: Lts. Elmer M. Alderman and James L. Hough; Sgts. Donald E. Ocker, Harry W. Ricketts, Leo E. Simmons, and Ray T. Wagner.

**10 February 1945  
BIELEFELD, Germany**

A mission was briefed to attack the railway viaduct at Bielefeld, but was later scrubbed. Many crews participated in local flying.

M/Sgt. Herbert J. Russell returned to base from Bari, Italy, where he has been on Temporary Duty since Feb. 1, 1945.

**11 February 1945  
RHEINE, Germany**

This mission was briefed but canceled before take-off. Very little local flying. It was a quiet day at Shipdham.

The following men were reclassified today as follows: Sgts. Bill G. Gearhart to 938, William D. Gwin to 055, Patrick H. McAtee, Jr. to 938, and Clyde E. Wiggins to 521; Cpls. James P. Barr to 256, Albert J. D'Anna to 511, and Frederick Quisenberry to 511.

**12 February 1945  
RHEINE, Germany**

Again the morning briefing was for the Rheine marshalling yards, but the mission was scrubbed before take-off. Bad weather continues to hamper operations at the base.

**13 February 1945  
MISSION SCRUBBED**

The Crews were briefed for two plans of attack today. Plan "A" was a mission slated for the Aircraft Component Parts factory at Meschede; plan "B" was a mission slated for Chernitz marshalling yards. However, both plans were scrubbed after briefing. Local flying only.

Sgt. William J. Rexford completed his tour of operations today.

The following men transferred to the 70th RCD on the first leg of their journey back to the States: Sgts. Bailey O. Breedlove, Philip L. Cartier, Raymond S. Cleary, William A. Fatur, Harold L. Gulliver, Phillip Nalbandian, Otis V. Rogers, and W.G. Schafner.

2nd Lt. William A. Burlingame was promoted to 1st Lt.



42-60509, WANA

After fire and explosion on February 7, 1945  
While loading bombs.





Herman Eckstein - Pilot  
Completed his tour on February 28, 1945

**15 February 1945  
MAGDEBURG, Germany**

Again our primary target was the Rothensee Oil Refinery near Magdeburg. It was a clear, beautiful day at the Base. The Forty-Fourth dispatched thirty one A/C, seven from the 68th. We bombed through 10/10th undercast with unobserved results. Flak was moderate and fairly accurate. Lt. Robert G. Seever flew as Deputy Wing Lead on this mission.

Lt. Leonard Munter went on a Leave of Absence today. Lt. Thomas J. Kennan completed his tour of operations and transferred to the 70th RCD for his trip back to the States. M/Sgt. Charlie C. Pigg returned to base from Great Sanky. Lt. Robert J. Weber transferred to the 70th RCD on his first leg of his journey back to the States, along with Sgt. Donald E. Ocker.

Lt. John R. Jennings along with Lt. Thomas J. Young, Sgt. Richard J. Elliott, and Sgt. Edward B. Vanderweide returned to base today from Switzerland where they have been interned since being shot down at Oberpfaffenhofen on July 21, 1944.

**16 February 1945**

**EMSDETTTER, Germany**

*CLARK, DL. LEAD FOR ANOTHER GROUP*

The 44th dispatched twenty six A/C—eight of which were from the 68th. The secondary target was hit by H2X. Lt. Harry M. Garbade flew Squadron Lead on this mission. Flak was meager to moderate. Heavy persistent contrails occurred at the target and the weather at home base was so bad that all A/C were diverted to fields on the Continent. They will return tomorrow.

*Anderson, 42-94895 Inspector  
Lubbock*

**17 February 1945**

**STAND-DOWN**

No mission scheduled today as all our planes were at various fields on the Continent. The weather was bad at the base.

**18 February 1945**

**STAND-DOWN**

Adverse weather again.

Lt. Victor Bailey, Jr. transferred to 8th Air Force Headquarters. Several combat personnel were promoted today.

**19 February 1945**

**SIEGEN, Germany**

A mission was flown today by three A/C from the Group, none of which were from the 68th. They bombed the railyards (using G-H) with the 491st Bomb Group.

Sgt. William Cohen and Cpl. James M. Parker transferred to the 66th squadron.

Lt. Clayton R. Roberts and crew joined the Squadron today for combat duty.

**20 February 1945**

**NURNBURG, Germany**

The Group dispatched thirty four A/C—eight from the 68th—to hit Nurnburg. But the mission was recalled, just after the formation was over the French coast, due to adverse weather conditions. No sortie credit was given.

Lt. Roy L. Craig joined the squadron for duty from the 2nd Air Division.

The following men were transferred to the 12th

## On The Run

Depot: Sgts. William D. Gwin, Henry Ruiz and Clyde E. Wiggins; Cpl. Constantino J. Albano; and Pvt. Milford W. Allen.

### 21 February 1945 NURNBERG, Germany

The 44th dispatched thirty two A/C, nine from the 68th—to hit the marshalling yards at Nurnberg. We bombed through 10/10th cloud cover with unobserved results. Flak was meager and inaccurate; fighter support was good. We had no losses, although five of the A/C from the Group landed on the Continent and one landed at Woodbridge. Fifteen A/C sustained various degrees of battle damage. Lt. Robert G. Seever was Squadron Lead for the 68th.

### 22 February 1945 GOTTINGEN, Germany

The 44th dispatched thirty one A/C, seven from the 68th. The weather was clear. All three squadrons achieved excellent bombing results. The Group was highly commended for this operation. Flak was meager and fairly accurate. We were part of the approximately 6,000 A/C sent over Germany and we bombed at about 8,000 feet, the lowest ever over Germany proper. Despite this low altitude, we had very little battle damage.

Lt. Harry M. Garbade from the 68th was Deputy Group Lead.

Lt. William R. Patridge and Sgt. Walter Cohen completed their tour of operations today.

### 23 February 1945 WEIMAR, Germany

This is our three hundredth operational mission! A big, big milestone. The 44th dispatched thirty A/C—seven from the 68th—to blast this rail center. We bombed the target (using H2X) with unobserved results. This is another target in the series of railroad centers and oil targets have been receiving our attention. Lt. Herman H. Eckstein led the Squadron. The majority of our A/C landed on the Continent due to bad weather over the home base.

Sgts. William E. McGoldrick and John H. Mi-lojevich returned to base from Friedrichshafen, where they went down on March 18th. Sgt. Dante P. DiGi-acinto went to the Rest Home to recuperate from injuries received in combat duty.

### 24 February 1945 MISBURG, Germany

The briefed target was the Oil Refinery at Misburg. The 44th dispatched only eleven A/C, two being from the 68th. Our formation did not contact the 14th Wing so we tacked on to the 2nd Combat Wing. We attacked the target through 10/10th cloud cover, (H2X) with unobserved results. Flak was moderate and fairly accurate.

### 25 February 1945 ASCHAFFENBURG, Germany

The 44th dispatched thirty five A/C—nine from the 68th—to bomb the marshalling yards at Aschaffenburg. The weather was clear and the bomb run was visual. The results were excellent; no flak in the target area. Lt. Harry M. Garbade was Squadron Lead Pilot. Lt. William Warner, low on fuel, headed toward an A-26 field near Laon but he came up short by about a half of a mile and crash-landed in an open field. Billy Grau, the Engineer, received a broken shoulder when the top turret broke loose. Grau ended up in a field hospital and was finally sent back to the States; his combat days were over. The balance of Warner's crew: Dudley Drake, co-pilot, Robert Kay, navigator, Albert Leibner, radio operator, Robert Swegel, tail gunner, Clifford Bengston, gunner, Antonio Scorpio, gunner, and Keith Sprenger, gunner, had only minor scratches and bruises.

Sgt. Shepard was rotated to the USA today.

Sgt. LeRoy Day, Cpl. Robert L. Albano, and Pvt. Sinkus were transferred to the Infantry.

### 26 February 1945 BERLIN, Germany

The Group dispatched twenty two A/C—six from the 68th—to attack the Pankow marshalling yards at Berlin. The undercast was solid 10/10th all the way in. Lt. Harry M. Garbade was Deputy Group Lead pilot. The bombing was done by H2X with unobserved results. Flak was meager to moderate and generally inaccurate.

Sgt. Donald H. Ennis completed his tour of operations.

H-031  
27 A-50

**27 February 1945  
BITTERFELD, Germany**

The 44th dispatched twenty two A/C, five from the 68th Squadron. The target was bombed by H2X with unobserved results. Flak was nil and fighter support was excellent.

Two crews that were attached to the squadron as Lead Crews for GH and H2X training were returned to their parent base, the 392nd Bomb Group.

Sgt. Edward E. Kopko completed his tour of operations today. Sgt. Stanley R. Gordon went on DS to Station 126 for sixty days. Sgt. Howard Getson transferred to the 1287 M.P.

**28 February 1945  
SIEGEN, Germany**

The 44th dispatched twenty four A/C, five of them from the 68th—to hit the marshalling yards at Siegen. Captain Herman Eckstein and crew were Group Lead. The bombing was done by G-H through 10/10th undercast with unobserved results. Flak was nil.



Gordon Woodland - Bombardier  
Completed his tour on February 3, 1945

The following men completed their tour of operations today: Lt. Herman J. Eckstein; Sgts. Leo K. Remeke and Arnold R. Simonello.

PFC Charles H. Finne transferred to the Infantry. Pvt. Wallace H. McKinnon volunteered for the Infantry.

The squadron strength now stands at 593.

A short summary of events during the month follows: no squadron meetings were held during this month due to the fact that things were running pretty smoothly, and toward the end of the month everyone was very busy with the successive row of missions that occurred. The squadron had 97 sorties to their credit without a single abort due to mechanical causes—a fine record for the Engineering Department.

The squadron lost no A/C during the month to the enemy and there were no casualties due to enemy action. M/Sgt. Calbert has piled up the record of 97 consecutive missions without a single turnback; M/Sgt. Wood has 87 consecutive sorties with no abortives due to mechanical malfunctions; M/Sgt. Todd, has 77 as does M/Sgt. Villemez. This is a fine record for four of our Crew Chiefs.

During the month, many of the boys passed their 30th month overseas. Also, the Group sailed past the 300th mission mark without any party or celebration. Perhaps when the 400th mark is reached the Group will take time to celebrate.

Some of the men who joined the squadron this month were: Kenneth C. Amick, Kenneth Areck, Marion L. Arnett, Art Aronoff, John Boileau, Michael W. Calabrese, Jack F. Comstock, Roy L. Craig, William S. Cross, Homer W. Crump, Daniel F. Dowling, Dudley D. Drake, Robert L. Dunlap, Jerome Ertel, Merlyn A. Flannagan, Edgar I. Flowers, George N. Flynn, Edwin R. Ford, Jack T. Francis, Howard D. Hedlund, Henry, Nathaniel H. Jeter, Don Kucukas, William A. Lunedquist, Lee A. McGreger, Ivon K. Owen, Frank Pechacek, Stanley C. Reed, Wayne L. Rickert, Clayton R. Roberts, John J. Roberts, Jr., Herbert J. Schank, Sherman, Earl C. Stevens, Joseph F. Stewart, Charles W. Tilton, Theodore R. Williams, and William J. Williams.

**MARCH 1945**

**1 March 1945  
INGOLSTADT, Germany**

The 44th dispatched twenty one A/C, six from the 68th—to attack Ingolstadt marshalling yards and to complete their ninth consecutive mission. The target was hit using H2X equipment through 10/10ths undercast with unobserved results. This was a very long mission—nine hours and ten minutes. We encountered no flak or EAC. Our fighter support was good.

The squadron strength now stands at 520 men.

The following men were reclassified as follows: Sgt. Chester A. Dunbar to 590, Cpl. Herbert W. Waltz to 901, and Pvt. William J. Delaney to 590.

**2 March 1945  
MAGDEBURG, Germany**

The 44th dispatched twenty one A/C, five from the 68th—to attack the Oil Refinery at Magdeburg. This was our tenth consecutive mission and the usual conditions prevailed at the target. Due to weather, the secondary target, the marshalling yards, was hit with unobserved results. Flak was moderate to intense and fairly accurate. Slight battle damage was reported for several ships of the Group but none of the 68th reported battle damage.

**3 March 1945  
MAGDEBURG, Germany**

This was our eleventh consecutive mission! Magdeburg was the target again today. The Rothensee Oil Refinery was the primary target for the twenty one A/C dispatched by the Group, five from the 68th—which hit the target visually with excellent results. Major Robert Lehnhausen was Command Pilot for the Group. Moderate smoke covered the target area, but the smokestacks were still visible, and the Lead Bombardier was able to synchronize on these. Flak was moderate and fairly accurate. All A/C returned safely, with seven sustaining category "A" battle damage.

Promoted from 1st Lt. to Captain: John R. Sutton and Robert G. Seever; from 2nd Lt. to 1st: Clarence W. Thompson.

There was some excitement here on the base last night: a JU88 strafed our field and the surrounding

area. A truck driver returning from Norwich was strafed and killed. Damage on our base was slight but it did get several light sleepers out of the sack for a short time. Seems the Krauts sneaked in with the RAF while they were returning from their nightly mission and were not noticed by our defense. The RAF lost nine planes in this sneak attack.

**4 March 1945  
ASCHAFFENBURG, Germany**

The 44th dispatched twenty four A/C today, five from the 68th—to lead the Wing and the Division to a tank factory at Aschaffenburg. The weather was very bad, with very dense contrails, and there was a thick haze over the target area; so the primary target had to be abandoned. Eleven of our A/C hit Tuttlingen visually, and seven A/C visually attacked a target of opportunity at Offenberg, but the results were unobserved due to haze. No flak at Tuttlingen; flak at Offenberg was moderate and fairly accurate. Meager and fairly accurate fire was encountered over the front lines.

**5 March 1945  
HARBURG, Germany**

The 44th dispatched eleven A/C, three from the 68th—to attack the Oil Refinery at Harburg. This was our thirteenth consecutive mission! We attacked the target on H2X with unobserved results. On the way in we encountered slight and fairly accurate flak from Heligoland to the target, but no A/C were damaged.

Today marks the thirty month anniversary for the original men of the squadron for overseas duty. Other than a few cases of sickness, and returnees from temporary duty at other bases, there has been little change among the squadron personnel.

**6 March 1945  
STAND-DOWN**

Finally a stand-down! But that doesn't mean a day of rest: local flying today, and maintenance and inspections for all those that were not in the air. All planes were overdue for minor inspections and preventative maintenance.

**7 March 1945  
BIELEFELD, Germany**

This was a minimal effort as far as the 44th was concerned. We put up three A/C as Leads for other



42-50427 Puritanical Witch  
Crashed on take-off on March 22, 1945

Groups. The 68th did not put A/C in the air today. The effort was entirely 67th and 506th crews. No flak or EAC was encountered, and all three planes returned without incident.

1st Lt. Thomas P. Williams joined from the 506th squadron.

**8 March 1945**  
**BETZDORF, Germany**

The 44th dispatched twenty six A/C to form two squadrons; one to attack the Betzdorf marshalling yards, and the other to attack Siegen marshalling yards. The 68th sent up six A/C for this effort. Betzdorf was bombed on G-H, while the other squadron attacked the marshalling yards at Frankfurt on H2X with unobserved results. Fighter support was excellent and all planes returned safely to base.

Sgt. Willard R. Dunwoody completed his tour of operations.

**9 March 1945**  
**STAND-DOWN**

Today was a stand-down. No flying, not even practice.

**10 March 1945**  
**BIELEFELD, Germany**

The 44th dispatched thirty seven A/C, nine from the 68th—to attack the railroad viaduct at this location. Once again there was a 10/10ths undercast

which forced the Group to attack the target on G-H with unobserved results. No flak or EAC were encountered and fighter support was good. We had no losses or battle damage.

Many promotions were made today.

Sgt. Frank S. Mull went on DS to Kirkham.

**11 March 1945**  
**KIEL, Germany**

The submarine pens were our target for today. This target, that proved so costly for the Group in May of 1943, was attacked today with comparative ease. The 68th furnished nine A/C for this mission. Moderate and inaccurate flak was encountered; however, no battle damage was reported.

Sgt. Billie E. Grau was sent back to the States due to injuries he received during a crash-landing. His shoulder was broken when the top turret broke loose on impact. He was engineer on Lt. William Warner's crew.

**12 March 1945**  
**WETZLAR, Germany**

The 44th dispatched thirty three A/C, eight from the 68th Squadron—to bomb the marshalling yards at Wetzlar. The target was attacked through 10/10ths cloud cover, with unobserved results. The formation encountered moderate and inaccurate flak; however, no battle damage was reported.

**13 March 1945**  
**STAND-DOWN**

No operational mission was scheduled for today; consequently, there was much practice flying by the combat crews.

William M. Parkins was appointed 1st Lt.

**14 March 1945**  
**GUTERSLOH, Germany**

The Gutersloh marshalling yards were the briefed primary target for the 44th's thirty six A/C, eight of which were from the 68th—that were dispatched on this early morning mission. We attacked the target visually with excellent results. Our high right formation (which was mainly 66th planes) overran the Lead at the coast on the way in. In making a turn to get back into position, they were on

a collision course with the 20th Wing, so they fell in with that formation and bombed their target. The balance of our planes hit the target visually but the main pattern was short and to the left. All of our planes returned to base with no battle damage.

Promoted to 1st Lts. were Shelby O. Turner, George V. Mendenwaldt, and William R. Overhultz.

**15 March 1945  
ZOSSEN, Germany**

This German Military Headquarters was top priority for the thirty three A/C, eight of which were from the 68th Squadron—that were dispatched. The MPI was obscured by haze and smoke. The Lead changed their MPI and the target was hit visually with good results. Meager and inaccurate flak was encountered on the way out. All ships returned safely with no battle damage reported.

Lt. Walter Wright completed his tour of operations.

Sgt. Leslie J. Babin, Jr. returned from Switzerland where he has been interned since going down at Oberpfaffenhofen on July 21st.

Sgts. Donald H. Ennis and Delmar J. Fox transferred to the 70th RCD on their journey back to the States.

The following men returned to the Zone of the Interior today: Lts. James A. Hewlett, John T. Jennings, and Thomas J. Young; Sgts. Richard R. Elliott, Harold N. Turley, and Edward B. Vanderweide.

**16 March 1945  
BAUNHEIM, Germany**

This mission was scrubbed just before take-off.

Lt. John R. Walsh transferred to the 453rd Bomb Group.

**17 March 1945  
MUNSTER, Germany**

The 44th dispatched twenty five A/C, six from the 68th—to hit the marshalling yards at Munster. The target was hit on G-H with unobserved results. Flak was moderate and inaccurate while fighter support was good.

2nd Lt. Michael J. Patakos was appointed to 1st Lt.



Low Level Supply drop on March 24, 1945. Two Gunners from the 506th Squadron would survive a crash-landing in this Drop Zone.

**18 March 1945  
BERLIN, Germany**

It was "Big B" for today! The target was the Rheinmetall Borsig armament works. The 44th dispatched thirty three A/C, eight from the 68th. One squadron hit this target visually. The other squadron, on the high right, bombed by H2X. The results were excellent for the entire Group. Flak was moderate to intense and fairly accurate. All A/C returned safely although several planes reported battle damage.

All total, more than thirteen hundred A/C attacked Berlin today!

**19 March 1945  
NEWBERG, Germany**

The 44th dispatched thirty three A/C, eight being from the 68th—to attack a jet plane assembly factory. A thick haze was encountered at the IP, forcing the formation to drop about fifteen hundred feet in order to get below it. All bombs were released on the primary with excellent results. Enemy opposition was nil and our fighter support was excellent. Five A/C from the Group landed on the Continent and one A/C from the 66th, #42-51907, piloted by Lt. Podojil, was MIA.

**20 March 1945  
HEMMINGSTEDT, Germany**

The 44th dispatched eleven A/C—two being from the 68th—for this afternoon mission to an oil refin-

ery at Hemmingstedt. It was clear with high clouds overhead throughout the route. The target was covered with smoke and bombing results were only fair. No flak was encountered and all ships returned to base.

The 68th lost a ship due to a crash on take-off but no crew member was lost in the accident. #42-50660 had major damage but was considered repairable.

**21 March 1945**  
**ACHMER, Germany**  
**ESSEN, Germany**

Today is the first day of spring and the weather is beautiful: a good day for a DOUBLE HEADER!

For the morning mission, the 44th dispatched thirty five A/C, eight from the 68th—to attack the airfield at Achmer. The purpose was to bomb the airfield so that our fighters could follow in and strafe. The Lead Squadron achieved good results; the high right, fair; and the low left, poor, because of being forced out of position. All A/C returned to base undamaged.

The second target was attacked by eleven A/C from the Group, four from the 68th—with poor results. On the bomb run, the lead A/C was hit by flak, severing the circuits controlling the bomb sight, and by the time the bombardier was aware of the condition, it was too late to turn the lead over to his Deputy. Consequently, the bombs were approximately 4,000 feet east of the target. Flak was moderate and accurate and our fighter support was excellent. All planes returned to base.

**22 March 1945**  
**SCHWABISCH-HALL AIRFIELD**

The 44th dispatched thirty two A/C, eight from the 68th—to attack this airfield. The results, by all three squadrons, were excellent. All of our ships were accounted for, when six of them reported in from the continent where they had landed for fuel and minor repairs.

Once again the fence at the end of the runway took a beating as we (the 68th) lost another plane on take-off. #42-50427 V, *PURITANICAL WITCH*, piloted by Lt. Vincent Almonia, failed to become airborne.

Lt. Herbert Cohen and Sgt. Kenneth W. Sproul completed their tour of operations today.

**23 March 1945**  
**RHINE, Germany**

The 44th dispatched thirty A/C, six of which belonged to the 68th—to hit these marshalling yards visually. The results were good to excellent. Flak was moderate and accurate in the target area and our fighter support was only fair. All A/C returned safely but seven of them had sustained category "A" battle damages and one had category "B" damage.

Sgt. Everett E. Foster transferred from the 506th squadron. Sgt. Robert Hunter transferred from the 67th squadron.

**24 March 1945**  
**WESEL, Germany**  
**STORMEDE, Germany**

We flew a DOUBLE HEADER today! The first mission was a supply drop to our troops in the Wesel area. The ground forces had to make a crossing of the Rhine in order to break out on the north German plain. Our drop was just west-northwest of Wesel at an altitude of one hundred and fifty feet. The paratroopers and glider crews had landed in this area less than two hours before our drop and it was imperative to support these men with adequate equipment. Our ships were without armament or ammunition, for fear of hitting our own troops in this tight situation. The 44th dispatched twenty seven A/C—seven of which belonged to the 68th—to make this precision drop of sixty nine tons of supplies. In the immediate drop area and during the withdrawal, moderate and accurate small arms fire was encountered, causing the loss of two A/C from the group. The 506th Squadron lost *SOUTHERN COMFORT III*—A/C 42-50896, flown by Max Chandler—and the 67th Squadron lost A/C 42-100314, flown by Leonard Crandell. Two men survived the crash of 896 but all crew members of 314 were killed. Sgt. A.O. Diaz, from the 506th Squadron, was pulled from his plane when his parachute accidentally opened while he was dropping supplies from the waist window at an extremely low altitude.

*Editors Note: Refer to the story at the end of this month regarding the two men who survived the crash of Southern Comfort III.*

Thirteen of our A/C sustained category "A" battle damages and one sustained category "B" damage.



The afternoon target, the tenth consecutive mission for the Group, was hit with twelve A/C, two of which belonged to the 68th Squadron—on a visual attack on the Stormede landing strip. The results were excellent for all three Squadrons. Accurate flak was encountered on the way out. Five A/C showed battle damage of category "A."

The following men completed their tour of operations: Lts. Newell W. Johnson, Donald R. Jenkins, Hugh C. Maxwell, Jr., Robert G. Seever, and William F. Zoellmer; Sgts. Lee R. Denham, Charles L. Daughtry, Charles A. Olewine, Albert Pschirer, Edwin A. Summers, and Harold G. Whitten.

**25 March 1945**  
**HITZACKER, Germany**

The 44th dispatched twenty two A/C, six from the 68th—to attack the underground oil storage facilities at Hitzacker. Clouds towering up to 22,000 feet forced the formation to change course before entering the enemy coast, but the formation went on to attack the target visually with excellent results. Flak was meager and inaccurate. Fighter support was excellent and all A/C returned to the base safely.

Sgt. Dean H. Spurgeon returned to base from Sweden where he has been interned since May 29th, 1944 when he went down on Politz-Misburg.

**26 thru 29 March 1945**

No operational missions were flown during these four days due to bad weather. Still, on the 27th we were briefed for a mission to Ebenhausen, (oil storage) but the mission was canceled prior to take-off.

The following men transferred to the Infantry: Cpls. Elijah S. Celia and Harris J. Gilson; Pvts. Dunbar, Robert L. Kunkel and Paul S. Reidmiller.

**30 March 1945**  
**WILHELMSHAVEN, Germany**

After four days of stand-down, there was an early morning briefing. The 44th dispatched thirty three A/C, nine from the 68th—to attack the dock areas at Wilhelmshaven. The lead squadron bombed visually with excellent results while the low left squadron made an H2X run with excellent results. Flak was moderate and inaccurate. All A/C returned to the base safely.



Donald Jenkins - Navigator  
Completed his tour on March 24, 1945

Lts. Richard E. Beckingham and Seigmund I. Goldman completed their tour of operations.

**31 March 1945**  
**BRUNSWICK, Germany**

The 44th dispatched thirty three A/C, eight from the 68th Squadron—to attack the marshalling yards at Brunswick. The primary target was the Hoya Ammunition storage depot, but it was covered with 10/10th cloud cover, so the marshalling yards were hit by H2X means. The flak was moderate and generally inaccurate. All A/C returned safely to base with no battle damage.

The squadron strength stood at 531 men.

A short summary of the month's operations: during March the Group participated in twenty five operational missions. This was the second most active month for the Group and the most active month from the standpoint of briefed missions. The 68th piled up a total of 160 sortie credits on their aircraft, with but two abortives—one due to personnel failure,

and one due to mechanical failure. This was indeed a fine record. The number of A/C lost to the enemy was nil. Another fine record was the mounting of 194 consecutive sorties without an abortion due to mechanical failure. This period has extended from February 1st to March 20th. One A/C was lost during the month, and this was due to personnel failure. There were no casualties. The Engineering section has a fine record for this month, as already shown. If this were not enough, there were fifteen engine changes during the month—a testimony that there was a great deal of work accomplished during March. The record of the Crew Chiefs are as follows: M/Sgt. Clifford Calbert maintains his record of continuous sorties without abortives due to mechanical failure—to the tune of 107 sorties. M/Sgt. Lawrence Villemez has 85; M/Sgt. Robert T. Todd has 81; M/Sgt. George Bryant 73; S/Sgt. Morton Rifkin 73; and S/Sgt. Abbie Wilson 66.

There were no squadron meetings.

Some of the men who joined the squadron this month were: Kenneth R. Damon, Richard T. Day, Everett E. Foster, Robert W. Fowler, Eugene J. Goral, G. Hall, Robert Hunter, Donald W. Leedy, Lawrence McMullen, Kenneth C. Renrick, R.E. Smith, and Thomas P. Williams.

The following news item was taken from a British newspaper regarding the low level supply mission to Wesel, Germany on March 21st, 1945.

#### **"AN EIGHTH AIR FORCE LIBERATOR STATION, ENGLAND"**

Reports of fellow Liberator airmen who saw a 44th Bomb Group bomber crash during the low level delivery of supplies on March 24th to the armies under Field Marshal Montgomery immediately after their spectacular crossing of the Rhine, gave little hope that any of the crewman could have survived the crash. Sgt. Robert D. Vance, 21 year old tail gunner from Empire, Ohio, returned, however, to prove that appearances are deceiving. He also reported that a waist gunner (apparently Sgt. Louis J. DeBlasio) had also lived to tell the tale. He was wounded but still alive. Vance, after a harrowing escape from the ship that had hit the earth once, to rise and fly for fifty seconds before crashing and exploding, had been a prisoner of the Germans for eight days and finally liberated by advancing troops of the 2nd U.S. Armored Division. I don't remember much about the crash," he told men at the 44th Group base,

All I remember is flames coming from the bomb bay and a heavy blow, which must have been when we hit the ground the first time. The next thing I knew, I was crawling away from the flames as fast as I could and was telling the waist gunner who was with me, "Pray! Pray now as you never prayed before.

We crawled away from the wreckage of the ship. There was practically nothing left of it. I don't understand how we got out. We crawled under a wagon, and some German civilians came and treated our wounds. I vaguely remember riding somewhere on a hay wagon. The next thing I recall is being in a place that was apparently a dance hall. The floor was covered with straw. British, American and German wounded were crowded in there.

Asked if the treatment he received was any different from the Germans, he reported that it was not. We all were treated the same, I have to give them credit for that. Vance was later transferred to a hospital staffed by nuns where he was also treated well.

Easter Sunday was our big day. The nuns gave us each three eggs which were really something after nothing but black bread and coffee. We went to both Catholic and Protestant church services although I couldn't understand either of them. In the afternoon, 2nd Armored Division tanks came into the town, and we went outside to see them. They threw us K-rations and cigarettes. They were certainly a welcome sight.

Vance and the waist gunner then returned to the hospital. An American ambulance soon arrived and started them on their journey to Allied territory. The waist gunner remained at the hospital on the continent for treatment, but Vance, who had received a slight head wound and a fractured arm, was soon returned to his base in England.

## **APRIL**

**1 April 1945**

There was no operational mission today.

**2 April 1945**

### **TIRSTRUP, Denmark**

The 44th dispatched twenty four A/C—seven from the 68th squadron—but due to extremely adverse weather conditions over the North Sea, the mission was abandoned. No sortie credit was given.

**3 April 1945**  
**PARCHIM, Germany**  
**AALBERG, Germany**

Two plans were in effect today. Plan "A" was briefed for the Parchim airfield and Plan "B" was briefed for the Allberg airfield. However, both plans were later scrubbed due to bad weather.

Lt. Earl J. Morgan transferred to the 70th RCD.

**4 April 1945**  
**HAMBURG, Germany**

Kaltenkirchen airfield, located eighteen miles north of Hamburg, was the briefed target for today. Thirty three A/C—ten of which were from the 68th squadron—were dispatched from Shipdham to lead the 14th Wing. A complete undercast prevailed over the continent and no visual target could be located. Therefore no target was bombed and the bombs were brought back to base. Only meager and inaccurate flak was encountered on the route out. All A/C returned to base safely and all were credited with a sortie. Captain Roy H. Boggs flew as Wing Lead pilot.

Sgt. Melvin W. LaPrade completed his tour of operations.

Captain R.A. Edmonson, now on DS, transferred to the 67th squadron.

**5 April 1945**  
**PLAUEN, Germany**

The 44th dispatched forty three A/C—ten of which were from the 68th squadron—to lead the Division today. The first priority target was the Plauen marshalling yards (a visual target) and the second priority target was the transportation network at Plauen (an H2X target). Major Robert Lehnhausen was Command Pilot for the Division. Extremely adverse weather conditions were encountered and thirty eight of the 44th planes attacked the second priority target while one A/C joined the 446th B.G. which did not bomb. Our Group bombed on PFF with unobserved results. One 506th plane—44-40158 *QTINKER BELLE*, piloted by Lt. Brown—was MIA, but the crew, which was in enemy hands, later returned to base. (See story at the end of April). Four other A/C from the Group landed on the continent but are safe.

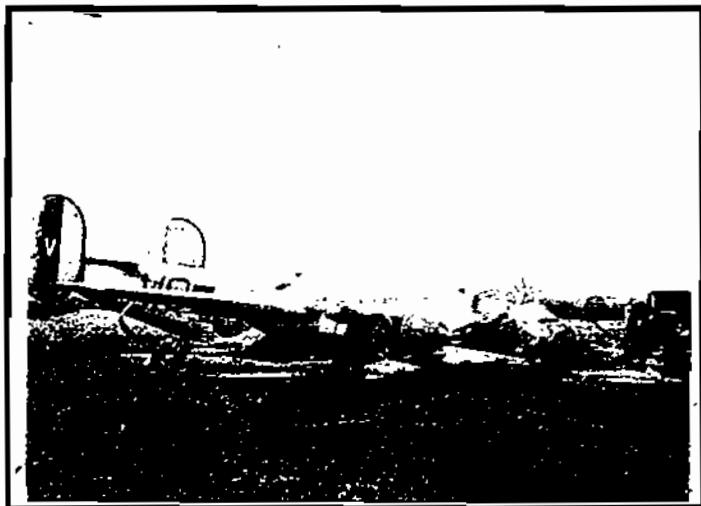
**6 April 1945**  
**HALLE, Germany**

Six of the 68th A/C attacked the secondary target, the marshalling yards at Halle, Germany. Captain William G. Solomon flew Deputy Wing Lead. All A/C bombed H2X with unobserved results. Meager inaccurate flak was encountered.

**7 April 1945**  
**KRUMMEL, Germany**

The Group dispatched twenty two A/C, five of which were from the 68th Squadron—to hit dynamite installations at Krummel as priority target number one, and the railway center at Newmunster as priority number two. Over Krummel a rack malfunction in the lead A/C caused the lead squadron to go on to visually bomb target number two. Results were excellent. The high right squadron continued to attack target priority number one, but because of intense smoke at the target, the aiming point could not be picked up until just before bombs away, and the bombs landed short and to the right of the target. Our formation was attacked by EAC, for the first time in several months, and the 66th claimed three destroyed: one ME 262 and two ME 109s. There was minor damage to three A/C from the 66th squadron.

The following men completed their tour of operations: Lts. William A. Burlingame, Ennis, Walter O. Franks, Charles H. Lawhorn, Michael A. Rennie and Walter T. Zerman; Sgts. Charles A. Chrites, William E. Huey, George N. Lawrence and Donald H. McLean.



A/C 42-50427 Puritanical Bitch  
 Crash landed on ~~April~~ 22, 1945

*March*  
 also, see page 266 photo

**8 April 1945**  
**BAYREUTH, Germany**

The 44th dispatched nine A/C, five of which were from the 68th Squadron—to attack the Ordnance Depot at Bayreuth. Lt. Curtis L. Schnell flew as Squadron Lead. The target was hit visually with excellent results. No flak or EAC were encountered and all A/C returned to base safely. Three A/C aborted due to mechanical and personnel failures. From an Engineering standpoint, this was our worst day in many weeks.

Sgt. Robert L. Meyer completed his tour of operations

**9 April 1945**  
**ULM, Germany**

The 44th dispatched twenty eight A/C, seven of which were from the 68th Squadron—to Leipheim airfield, located outside Ulm, Germany. The target was hit visually with excellent results. All A/C returned safely to base.

Lt. Duane E. Mitchell was liberated. He had been a POW since July 7, 1944 when he went down at Bernberg.

**10 April 1945**  
**PARCHIM, Germany**

The 44th dispatched thirty three A/C, eight from the 68th Squadron—to attack the Parchim airfield located twenty five miles SE of Schwerin, Germany. Lt. John W. Vaughn flew as Deputy Wing Lead. Bombing was done visually with fair to good results. All A/C returned to base safely.

The following men completed their tour of operations: Lts. Samuel A. Armour, Kenneth R. De-Long and Fred C. Heichmer; Sgts. Clarence L. Glanz, James N. Gengler, William D. Potts, Charles W. Staples, Donald E. Walker and Anthony L. Vitiello.

**11 April 1945**  
**NEUMARKET, Germany**

The Group dispatched forty A/C, ten of which were from the 68th Squadron—to hit the marshalling yards at Neumarket, Germany. The target was hit visually with excellent results, except for one squadron (the high right) who bombed short. Lt. Frank A. Kiggins flew as Squadron Lead. There were no losses or battle damage.

**12 April 1945**  
**ZWICKAU, Germany**

A mission was briefed for the marshalling yards at Zwickau but was scrubbed just prior to take-off.

**13 April 1945**  
**STAND-DOWN**

Our Group had a stand-down today.

**14 April 1945**  
**FORT DE ROYAN, France**

Our crews were surprised to see the route on the briefing room map this morning...a mission to France? The target was a Nazi garrison which had been holding out in the Royan area, on the west coast of France at the Gironde Estuary. The Nazi soldiers in these isolated places have spent most of their time in construction of anti-tank ditches, barbed wire, trenches, pill boxes, and other emplacements. These garrisons have been supplied by submarines, coastal crafts and airlifts. However, in recent months these methods have not been functioning well. As a result, the Nazis have made harassing attacks on nearby civilian areas. It was deemed necessary to silence these garrisons once and for all.

Today the 44th dispatched thirty six A/C, eight of which were from the 68th Squadron—to bomb this "forgotten front." Lt. Harry M. Garbade flew as 14th Wing Lead Pilot. The target in this Bordeaux area was attacked with no fighter escort and the bombs were dropped visually with excellent results. All A/C returned to base safely.

Sgt. Robert E. Thayler completed his tour of operations.

**15 April 1945**  
**FORT DE ROYAN, France**

The target was the same as yesterday, only today the new napalm bombs were used for the first time in this theater. Our eight A/C joined the twenty five other A/C from the Group to return to the Royan area unescorted. Three squadrons of ten planes each carried fighter tanks filled with napalm, and they were followed by a number four squadron, composed of three A/C, to drop M-47 incendiary bombs. Visual bombing was accomplished with good results. Meager and inaccurate flak was encountered and all A/C returned without damage. Captain Joy Smith was Command Pilot for the Group. Captain Chris Sand, Jr., our Engineering Officer, departed for the continent for thirty days duty of Detached Service.

## On The Run

### 16 April 1945 ROSENHEIM, Germany

The 44th dispatched thirty three A/C, eight of which were from the 68th Squadron—to hit the marshalling yards at Rosenheim. Captain Harry M. Garbade flew as Squadron Lead Pilot. The target was hit visually with excellent results. Moderate to intense and accurate flak was encountered.

### 17 April 1945

There was no operational mission scheduled for today.

### 18 April 1945 PASSAU, Czechoslovakia

The 44th dispatched thirty A/C, eight of which were from the 68th Squadron—to attack these marshalling yards. Captain Harry M. Garbade flew as Squadron Lead Pilot. The target was hit visually with good to excellent results.

The following men completed their tour of operations: Lts. Harry M. Garbade, George V. Mendenhall, William R. Overhultz and John V. Patton.

### 19 April 1945 SCHWANDORF-IRLACHING, Germany

A mission was briefed for the Schwandorf-Irlaching rail road junction, but at 0630 hours it was scrubbed.

The following men completed their tour of operations: Lts. Joseph C. Gillespie and Michael J. Patakos; Sgts. John Johnson and Robert W. Stenstrom.

### 20 April 1945 SCHWANDORF-IRLACHING, Germany

We had an early morning alert for the same target as yesterday. The Group dispatched thirty A/C, seven of which were from the 68th Squadron. We attacked the target visually with excellent results. Lt. William L. Warner flew as Deputy Group Lead. No enemy opposition was encountered and no battle damage was received by our aircraft.

The following men completed their tour of operations. Lt. Floyd E. McCracken; Sgts. Michael Brewster, J.R. Naker, Phillip O. McGovern and Charles R. Winter.

### 21 April 1945

No operational missions scheduled for today.

Lt. Ted L. Weaver returned to base from Bernberg, where he had been a POW since July 7, 1944.

### 22,23 & 24 April 1945

Stand-down for all three days, due to lack of targets.

### 25 April 1945 HALLIEN, Germany

The 44th dispatched thirty A/C—eight of which were from the 68th squadron—to hit the marshalling yards at Hallien. The target was hit visually with excellent results. Flak was moderate and accurate. All our A/C returned to base safely.

This turned out to be our last mission for the month of April and our last operation mission for the war.

A/C numbers and Pilots who participated in the last mission of the war were:

001 Z Lt. Trent Ackerman  
504 J Lt. Sam McKinney, Jr.  
512 H Capt. Joy Smith  
536 X Lt. William Warner  
588 M Lt. Curtis Schnell  
704 A Lt. Frank Kiggins  
768 V Lt. R.C. Pitts  
806 E Lt. Russell Erikson

The following men completed their tour of operations: Lts. Richard A. Haft, Robert W. Kennedy and R.A. Peter; Sgts. James P. Hall and George W. Phillips.

### 26 April 1945 PRAGUE, Czechoslovakia

A mission was briefed for this air field but was later scrubbed before take-off.

### 27 & 28 April 1945

Stand-down both days. No activity.



Joy Smith - Pilot  
Returned to the ZOI May 28, 1945

### 29 & 30 April 1945

Stand-down again for both days; however, spring has gone and winter is back in Jolly Ole England: three inches of snow on the ground !!

A total of 104 sortie credits were made during the month and there were four abortions—two due to mechanical failures and two due to personnel failures. Fourteen targets were hit during the month, the last occurring on the 25th of April. The total number of continuous sorties with out an abortive was 68. The squadron lost no A/C, nor were there any that sustained battle damage.

The Crew Chief records for continuous sorties without abortives is as follows: M/Sgt. Clifford Calbert—114; M/Sgt. Lawrence Villemez—88; M/Sgt. Robert T. Todd—85; M/Sgt. George Bryant—81; S/Sgt. Morton Rifkin—81; S/Sgt. Abbie Wilson—71. These are very fine records and the squadron is very proud of every one of them.

1st Sgt. Bill Davison has been very busy trying to get the winter ravages on the living site eradicated; it shows that his efforts have not been in vain. The new

Squadron Day Room is nearing completion.

Upon promotion of our C.O., free beer was served in the day room. EIGHT BARRELS WERE HARDLY ENOUGH!!

**NO HISTORY WAS PRESERVED FOR ANY 44TH SECTION OR SQUADRON FOR MAY, 1945. ALL MICROFILM RECORDS SEEM TO END FOR RETENTION ON APRIL 30, 1945 !!**

### MAY 1945

The activity at Shipdham during the month of May centered around preparing men and equipment for the move back to the States. But first, there would be the Trolley Missions sponsored by the 2nd Air Division, to allow the ground personnel a low level inspection tour of some of Germany. The planes from all Groups would fly a seven hour inspection tour over Belgium, France, and Germany in order for most of the ground personnel to see first hand the results of three and a half years of bombing.

A map showing the proposed flight along with the accompanying document was available to all ground personnel prior to the mission.

### 3 May 1945 TROLLEY MISSION

The forty aircraft taking part in Trolley Operation from this Group will leave the English Coast at Great Yarmouth at 1,000 feet and reach the Dutch coast over the tiny town of Katwijk-aan-Zee, not far north of the Hague and Rotterdam. Shortly afterwards, you should be able to see large tracts of Dutch farmland that have been flooded by the Nazis. Then, passing over the ancient Dutch city of Utrecht, the formation will pass over Arnhem, the scene of the British airborne landings last fall. Turning slightly to the left, you will fly over open country to the city of Munster, (bombed four times by the 44th) important as a railway center and as a port on the Dortmund-Ems Canal. Then there will be another left hand turn and a short flight to Osnabruck, the junction of two main line railways and a three-time loser to the 44th. Just to the right of the route and not far past Osnabruck is Dummer Lake—for a long time the site of a much dreaded flak concentration. The next large city is Bremen, the second largest port in Germany, hit five times by the 44th. One of our strikes was on the Focke-Wulf plant.



Turning right, the formation goes on to Hamburg. Before the war, Hamburg was the third largest port in the world and an important manufacturing center. It was badly blitzed in the summer of 1943 and subsequently hit six times by the 44th. After a right turn you cross the Elbe River and fly on to Brunswick, (our target five times) one of Germany's great A/C manufacturing centers. After a sharp turn to the right you will come to Hanover, (hit by us five times), one of the chief commercial centers of Northern Germany. Here was located Continental Gunmwerke, an extremely important rubber and synthetic rubber works. Then from Hanover, there is a left turn on to Bielefeld, hit five times by the 44th. Two to three miles short of the center of Bielefeld, and slightly to the right of the briefed route, is a railway viaduct attacked by Bomber Command (Lancasters) with 12-ton bombs. After Bielefeld, the route will carry you over Hamm (hit four times by the 44th), notable for the largest and best equipped marshalling yards in Germany. Flying right through the Ruhr industrial area, passing Dortmund on the left and Gelsenkirchen on the right, you come to Essen, seat of the Krupp armament works and the arms center of the Ruhr. It was primarily an RAF target and was hit only twice by our Group. From Essen you will fly to The Hague, Holland, the meeting place of the World Court— and from there to Yarmouth.

4 May 1945

Captain Chris Sand, Jr. returned to base from DS at St. Trond, Belgium.

8 May 1945

Sgts. L.C. Baker and John A. Nosal returned to base from a POW camp where they had been prisoners since they went down at Brunswick on April 8, 1944.

21 May 1945

From this date through May 30, 1945, the Squadron dispatched the assigned A/C and crews for the final flight back to the States. The orders were as follows:

Only the Order Number, Date, A/C, and personnel changed, so the wording on the orders will only show once, then the date, A/C, and personnel will be listed for each order.

29 May 1945

Captain Chris Sand, Jr. transferred to the 44th Group Headquarters.

The nineteen Squadron ships that were dispatched to the ZOI carried three hundred and forty six of the men from the 68th. The balance of the men stayed behind to complete the packing of the equipment that was to accompany the Squadron to state-side, and eventually to a new home somewhere in the good old USA.

These men left Shipdham in June to travel by train up to Scotland where they would board the Queen Mary and sail for New York City. My records indicate that the date was June 16, 1945. I'm not sure if this was the date we left Shipdham or if it was the date we landed in New York.

This completed the movement of all of our men back to the ZOI. That is, all except one man, and that man was Edward "Dutch" Kopko. Here is his story in his own words:



Sterling Dobbs - Pilot  
Returned to the ZOI May 30, 1945





William Trageser - Navigator  
Returned to the ZOI on May 28, 1945

After the war had been declared over, all of the combat crews had been assigned an A/C to fly back to the States where everyone would have a short leave prior to heading to the Pacific to fight against Japan. Col. Lehnhausen came in to my barracks one morning and asked if I would mind if I did not return to the States with my Crew. He said they had something else in mind for me. I said, "well sir, you're the boss and I will do anything that you want me to do. Just say the word and I'm game for it." He said "OK, I'll pick you up in the morning and take you to a nearby base, so have your bags packed."

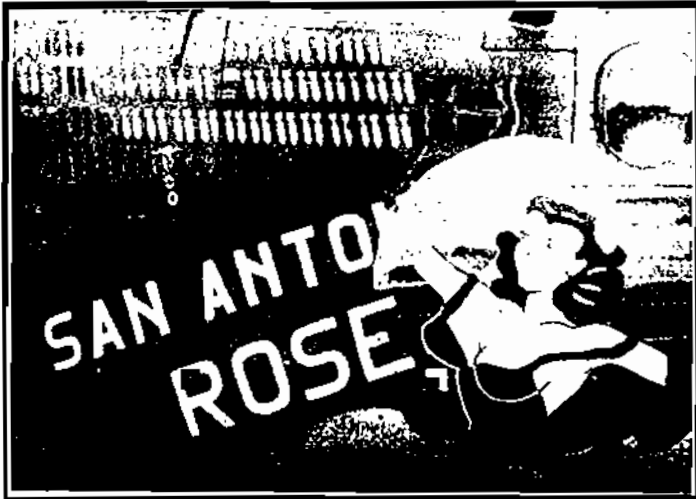
The next morning, Col. Lehnhausen picked me up early at the Orderly Room and we headed to a nearby base. After saying our goodbyes, I boarded a C-47, crewed by ATC men and we flew over to Paris. I reported to SHAEF Headquarters and signed in. I was told to take two days and see the sights around Paris, but to be back the morning of the third day at 0700 hours. So on the third day, transportation picked us up and took us out to Orley Field. I was directed to a large briefing room where there were several other G.I.s waiting. All of the sudden someone shouts a big ATTENTION and everyone pops to. In walks what I

thought was all the Generals in the ETO. There was General Omar Bradley, General Spaats and on down. Well, after we were all briefed on our flight HOME and what we should expect, we were all taken out on the line and loaded into a C-54. After we had taken off and leveled off at altitude, who came down the aisle and sat down next to me but General Bradley. He put out his hand and said "good morning Sargent, how are you and what's your name? What outfit did you serve with, and can you give me a little story about what you did during the war?" We sat there and talked for about thirty minutes. It was absolutely fabulous; he was such a great individual, you would never believe it. After he left me, he visited with every man on the A/C, no doubt asking each one the same questions he had asked of me.

We stopped at the Canary Islands for fuel and after we took off from there we headed to Bermuda, where we again refueled before taking off for La Guardia Field in New York. When we landed, there were all the big wheels, from Governor, Mayor, lots of Brass, and all the "Who's Who" on the east coast to meet the returning Generals. A motor caravan took all of us into New York City on a parade route to the Waldorf Astoria hotel where each one of us had a room assigned and waiting. That evening, we all attended a big banquet in honor of the Generals. Everyone attended and we had a wonderful time. We were all treated like heroes and nothing was too good for any of us. Finally the crowd broke up and we all went to bed. If I can remember correctly, we arrived in NYC on June 4, 1945.

The next day we were supposed to fly down to Philadelphia but the weather closed in so we took the train. We arrived there in the afternoon and again, there was a big welcome for all in the party. We were all put in a motor caravan and routed all around town. We met all kinds of important people and that evening we attended another banquet at the Bellvue Stratford hotel. This was really some sort of a fantastic deal, I tell you. Nothing but the best of everything. We stayed there through the next day. That evening one of General Spaats' aides came over to me and said, "Sarge, the General would like to take you along to Detroit; would you like to go? I said yes, I'm game for anything," so the next morning we got up real early and after breakfast we went out to the airport where General Spaats' converted B-17 was waiting. Generals Spaats, Quesada, T/Sgt Sterner, and myself all

On The Run



42-95021 San Antonio Rose  
Returned to the ZOI May, 1945



41-23699 The *LEMON DROP* (Cowboy Ship), survived the war.  
Failing to pass the POM test for overseas shipment home. Left in  
England May 30, 1945



Roy Boggs - Pilot  
Returned to the ZOI on May 28, 1945

boarded the A/C after our good byes. We sat on the window side of the A/C and General Spaats and I set aside each other and General Quesada and Sgt. Sterner sat behind us. Right after take-off, we gained altitude and leveled off, the General got up and mixed us a little high ball and then said to me, "Sarge., I'm going to lay down and take a little nap but as soon as you see the fighter escort out of Detroit, you come and wake me up as I would like to see them." I said "OK, General," so we sat there and just watched the clouds roll by. It wasn't much later that I spotted the fighters coming in to meet us. I got out of my seat, went over to this little bunk area where General Spaats was asleep, woke him up and told him the escort was here. So he got up and came over to his seat by the window and watched the escort. He was telling me how nice they looked and what a beautiful formation they were flying and that everything was going so well. Well it wasn't much longer until we landed at the airfield up there at Detroit and of course, all of the big wheels including the Governor and the Mayor were there to meet us. From Selfridge Field, we all got aboard a large motorcade and went down to the Cadillac hotel in downtown Detroit. For the next two days, we met all these people, toured the war plants, were wined and dined and just had a fantastic time. The next day while sitting in the hotel suite, General Spaats sat down beside me and ask me to tell him about the missions I had

flown, the men I flew with, all the men which helped support the missions, and everyone that was involved in the whole war effort. He finally said "this is enough of this touring and all that stuff; it is time for me to head to the far east where I have some loose ends to tie up." He then said, "Sarge, is there anything I can do for you? Just tell me what you want and if it is in my power to grant it, it will be done." I was just absolutley astonished and finally I told him, "General, I think I would like to become a civilian again. I would like to get home as my Mother is not in very good health and me getting out now would take a big load off her mind." And then he said to Sgt. Sterner, "What can I do for you, Sargent?" Sgt. Sterner responded as I had, "I would like to become a civilian too." That evening we said our good-byes and the next morning after an early breakfast, his staff car was there waiting for us and the driver took us out to the airfield where General Spaats' B-17 and Crew was waiting. We got aboard and then we took off for Fort Dix, where McGuire Air Force base was located. When we landed, the Base Commander was there waiting in his car to take us to the Officers mess for lunch and then the afternoon was ours to do what we wanted. The next morning a staff car picked up Sgt. Sterner and myself and by 1000 hours we were headed to the train station, both of us now being civilians.



Harry "Bull" Durham - Adjutant  
and John Clark - Executive Officer.

CONFIDENTIAL

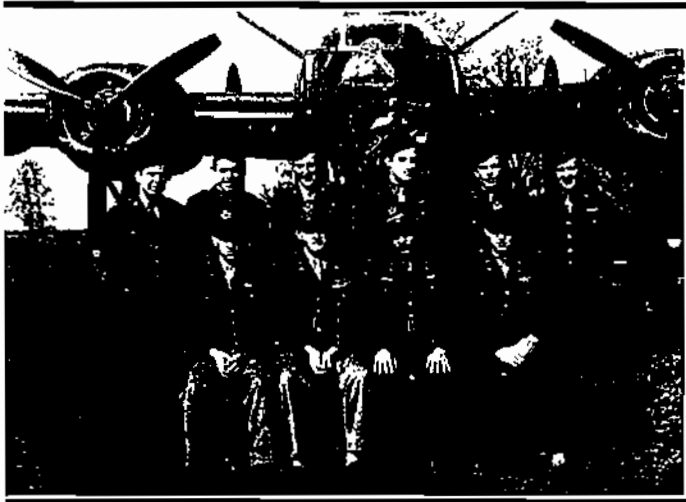
SIXTY EIGHTH BOMBARDMENT SQUADRON  
FORTY FOURTH BOMBARDMENT GROUP (H) AAF  
AAF 115 APO 558  
OPERATIONS ORDERS) DATE  
ORDERS ) XX

1. Under authority contained in letter ETOUSA Subject; Movement Orders, Shipment 10248, file No. AG 370.5 OPGC, dated 13 May 1945, the following aircraft and personnel assigned thereto will proceed on or about 21 May 1945 via Valley A/D by best available air route to Bradley Field, Windsor Locks, Connecticut. Personnel will report to the AAF Base Unit Commander there at. AAF personnel are being returned for the purpose of authorized TD rest and recuperation and for further assignment.

TDN 212/50424 PSA 1942-45 60-114 T431-01

By order of Lt. Col. Lehnhausen

Joy M. Smith  
Major, Air Corps  
Squadron Operations Officer.



Walter T. Zerman's Crew - Standing left to right:  
Walter Zerman - Pilot.  
Charles Lawhorn - Navigator.  
Michael Renek - Co-Pilot.  
Donald Boyette - Bombardier.  
Kneeling left to right:  
Charles Winter - Gunner.  
Otis Rogers - Engineer.  
Anthony Vitiello - Radio Operator.  
Harry Ricketts - Tail Gunner.  
Paul Luthman - Gunner.  
Rowland Nelson - Gunner.



Ray Mondloh's Crew - Standing left to right:  
Robert Boucher - Gunner.  
Edward Barton - Gunner.  
Raymond Wallacs - Gunner.  
Harry Hudson - Engineer.  
Aldo Lavalle - Radio Operator.  
Bottom left to right:  
Robert Ellmer - Bombardier.  
Ray Mondloh - Pilot.  
James Hough - Navigator.  
Paul Holmes - Co-Pilot.

**On The Run**

OPERATIONS ORDERS NO. 1

DATED 21 May, 1945

Crew No. 1 of 17

TYPE, MODEL B-24 J

A/C Serial 42-51704

NAME	GRADE	SERVICE ASN	CREW SPEC.	MOS
1-CREW				
CRUMP, HOMER W. 355 Hawkins Street, Hollister, California	1st Lt.	AC 0-678179	Pilot	1092
ALMONIA, VINCENT C. 1105 North Miami Avenue, Miami, Florida	2nd Lt.	0-831074	Co-Pilot	1092
SOLOMON, WILLIAM G. III 462 Broadway, Macon, Georgia	Capt.	AC 0-405914	CP	1092
SHERMAN, OSCAR B. JR. Route # 1, Portales, New Mexico	F/O	AC T-133924	Navigator	1034
HENRY, CHARLES 123 Francis Avenue, Trenton, New Jersey	2nd Lt.	AC 0-929136	Bombardier	1035
MAC GREGOR, LEE A. 376 2nd Street, Manistee, Michigan	Pvt.	AC 36421814	Engineer	748
CALABRESE, MICHAEL W. Box 196, Glenfield, Pennsylvania	T/Sgt.	AC 13172298	Radio Op.	757
FLANAGAN, MERLYN A. General Delivery, Pickett, Wisconsin	S/Sgt.	AC 36836248	Tail Gnr.	611
JETER, NATHANIEL E. General Delivery, Ontario, Virginia	S Sgt	AC 33855000	N-T Gnr.	611
ARNETT, MARION L. Route # 2, Box 209, Ventura, California	S/Sgt	AC 39697939	Gnr.	612
FORD, EDWIN R. General Delivery, Thomasville, Alabama	S/Sgt	AC 14108468	Gnr.	514
2- PASSENGERS				
WILSON, ARTHUR B. JR. 828 East Grand, Des Moines, Iowa	S/Sgt	AC 37117174	Crew Chief	750
SARVIS, JOHN F. 2700 Parkside Drive, Flint, Michigan	1st Lt.	AC 0-1644739		9300
POTTER, ROY W. 928 Louise Street, Santa Ana, California	Sgt.	AC 39546568		631
MELCHERT, JOHN L. 1321 Atlantic Avenue, Camden, New Jersey	PFC	AC 13033876		835

By order of Lt. Col. Lehnhausen

JOY M. SMITH  
Major, Air Corps  
Sqd. Operation Officer.

**On The Run**

OPERATIONS ORDERS NO. 2

DATED 21 MAY, 1945

Crew No. 2 of 17

TYPE, MODEL B-24 M

A/C Serial 44-50755

NAME	GRADE	SERVICE ASN	CREW SPEC.	MOS
		1-CREW		
KIGGINS, FRANK A. 118 Frenchtown Road, Allford, New Jersey	1st Lt.	AC 0-687136	Pilot	1092
GRETSKY, PAUL 115 Eleanor St., Langeloth, Pennsylvania	2nd Lt.	AC 0-2657278	Co-Pilot	1092
GRAY, JOHN L. JR 7 Jefferson Ave. Arlington, New Jersey	1st Lt.	AC 0-2060275	Navigator	1034
BELL, EDGAR T. General Delivery, Dudley, Pennsylvania	2nd Lt.	AC 0-1824539	Bombardier	1035
MOZEE, EMMETT P. c/o Olive & Leonard Furniture Co., Mayfield, Kentucky	T/Sgt.	AC 7033287	Engineer	748
DANZIGER, EDMUND W. 756 Bower Hill Road, Ridgeville, Pennsylvania	T/Sgt.	AC 33690550	Radio Op.	757
LEE, HAROLD A. RFD #1, Mooresboro, North Carolina	Sgt.	AC 14074143	Tail Gnr.	611
PALMER, ROBERT H. General Delivery, Prairie du Chien, Wisconsin	S/Sgt.	AC 36804075	N-T Gnr.	612
VOGEL, CHARLES F. 309 Levick St., Philadelphia, Pennsylvania	S/Sgt.	AC 33793289	Gnr.	611
KELSH, WILLIAM D. JR 2928 Cambridge St., Philadelphia, Pennsylvania	S/Sgt.	AC 13154160	Gnr.	611

2- PASSENGERS

PIGG, CHARLIE C. JR. 38 Burnsville St., Wadesboro, North Carolina	M/Sgt.	AC 14032377		750
GORDON, STANLEY R. 661 Fresh Pond Road, Ridgewood, New York	S/Sgt.	AC 32496871		938
WILSON, JOHN E. 2716 Parallel St., Kansas City, Kansas	Sgt.	AC 17020933		405
NARR, JAMES P. RFD #2, Grafton, West Virginia	Cpl.	AC 35275412		256
NETOLICKY, MAXWELL L. General Delivery, Solon, Iowa	Cpl.	AC 17043923		345
COLLINS, LESTER O. General Delivery, Easton, Kansas	Cpl.	AC 37493806		756
WOLF, JOSEPH R. JR 1828 Vernice St., Chicago, Illinois	Cpl.	AC 19049753		756
HOWARD, CHARLES N. 1700 Tennessee Avenue, Lawrence, Kansas	PFC.	AC 17168940		754
LUCCHESI, MATEO 7203 Spencer St., Oakland, California	PFC.	AC 39088669		345
INGRASSIA, PHILLIP P. 48 Ward St., Rochester, New York	Pvt.	AC 32140511		911

By order of Lt. Col. Lehnhausen

**On The Run**

OPERATIONS ORDERS NO. 3

DATED 21 May, 1945

Crew No. 3 of 17

TYPE, MODEL B-24 L

A/C Serial 44-49425

NAME	GRADE	SERVICE ASN	CREW SPEC.	MOS
1-CREW				
ROBERTS, CLAYTON R. 325 Crestwood Ave., Buffalo, New York	1st Lt.	AC 0-831805	Pilot	1092
LUNDQUIST, WILLIAM A.G. 5619 West 8th St., Duluth, Minnesota	2nd Lt.	AC 0-784742	Co-Pilot	1092
ARONOFF, ARTHUR 435 East 32nd St., Patterson, New Jersey	2nd Lt.	AC 0-2075088	Navigator	1034
STEWART, JOSEPH F. 80 Crandall St., Glen Falls, New York	2nd Lt.	AC 0-2063204	Bombardier	1035
McCRACKEN, FLOYD E. 318 Heights Blvd., Houston, Texas	2nd Lt.	AC 0-772990	Bombardier	1035
AMICK, KENNETH C. 1523 Sixth Avenue, Charleston, West Virginia	T/Sgt.	AC 35654732	Engineer	748
BOILEAU, JOHN 705 First St., Northfield, New Jersey	T/Sgt.	AC 32951768	Radio Op.	757
CROSS, WILLIAM S. 430 5th St. SW, Rochester, Minnesota	S/Sgt.	AC 37567370I	Tail Gnr.	612
ROBERTS, JOHN J. Box 119 Old Selma Road, Montgomery, Alabama	S/Sgt.	AC 14193065	N-T Gnr.	611
FLOWERS, EDGAR I. RFD #1, Forestville, Maryland	Pvt.	AC 33206639	Gnr.	514
DUNLAP, ROBERT L. 207 North Waco St., Hillsboro, Texas	S/Sgt.	AC 38424822	Gnr.	611
2- PASSENGERS				
TODD, ROBERT T. Box 267, Weslaco, Texas	S/Sgt	AC 6254770		750
FOSTER, EVERETTE, E. RFD #1, Lowry City, Missouri	S/Sgt.	AC 37499715		612
KATZEL, RAYMOND L. 1730 Andrews Ave., Bronx, New York	S/Sgt.	AC 42082427		514
MINNIS, RICHARD 210 South Main St., Oxford, Ohio	Sgt.	AC 15126859		938

By order of Lt. Col. Lehnhausen

JOY M. SMITH  
Major, Air Corps  
Sqd. Operations Officer



**On The Run**

OPERATIONALS ORDERS NO. 4

DATED 21 MAY, 1945

Crew No. 4 of 17

TYPE, MODEL B-24 H

A/C Serial 44-50536

NAME	GRADE	SERVICE	ASN	CREW SPEC.	MOS
1- CREW					
WARNER, WILLIAM L. RR #3, Huntington, Indiana	1st Lt.	AC	0-831301	Pilot	1092
DRAKE, DUDLEY D. RR #1, Box 778, Ft Worth, Texas	1st Lt.	AC	0-2066507	Co-Pilot	1092
KAY, ROBERT P. General Delivery, Bolivar, Tennessee	1st Lt.	AC	0-2072779	Navigator	1034
RICHARDSON, OSCAR A. 5011 Maypole Avenue, Chicago, Illinois	T/Sgt.	AC	37651022	Engineer	748
LEIBNER, ALBERT W. 454 49th St., Brooklyn, New York	T/Sgt.	AC	32114292	Radio Op.	757
SWEGEL, ROBERT V. 4101 North Main Street, Box 736, Forest City, Pennsylvania	S/Sgt.	AC	33615561	Tail Gnr.	611
BENGSTON, CLIFFORD 713 Cleveland Ave., Ishpeming, Michigan	S/Sgt.	AC	36457309	N-T Gnr.	611
SCORPIO, ANTONIO 69 Vinton Street, Providence, Rhode Island	S/Sgt.	AC	11136592	Gnr.	612
SPRENGER, KEITH W. 22 Pelham Drive, Buffalo, New York	S/Sgt.	AC	12217734	Gnr.	611

2- PASSENGERS

BAGDONAS, ALFRED A. 320 St. Francis Street, Minersville, Pennsylvania	M/Sgt.	AC	13027664		750
OLEWINE, CHARLES A. 204 North 2nd St., Clearfield, Pennsylvania	S/Sgt.	AC	33767634		611
PLOENSE, WILLIAM 88 NE Dehnun, Portland, Oregon	S/Sgt.	AC	39308616		611
TASH, JAMES E. Box 203, Soledad, California	S/Sgt.	AC	19042354		612
NEWLIN, MINOR C. P.O. Box 263, Newark, Delaware	Cpl.	AC	32269965		070
UNGER, EMIL M. 1160 Iowa Street, Ashland, Oregon	Cpl.	AC	39092048		747
STUPRICH, JOHN P. 619 Ridgewood Place, Hollywood, California	PFC.	AC	39559575		555
MARCINKEVICHUS, ALBERT C. 80317 Florida St., Dorchester, Mass.	PFC.	AC	11121134		747
ZEGZULA, EDMUND 121 Briggs Ave., Brooklyn, New York	PFC.	AC	32177015		948
LEOPOLD, GERALD I. 5031 Hillsboro Ave., Detroit, Michigan	PFC.	AC	16042058		055
SCOTT, PHILIP E. RFD # 3, West Alexandria, Pennsylvania	Pvt.	Ord	33039366		901

By order of Lt. Col. Lehnhausen

*DL*

**On The Run**

OPERATIONS ORDERS NO. 5

DATED 22 MAY, 1945

Crew No. 5 of 17

TYPE, MODEL B-24 M

A/C Serial 44-50512

NAME	GRADE	SERVICE	ASN	CREW SPEC	MOS
1-CREW					
COMSTOCK, JACK F. RFD #1, Temperance, Michigan	1st Lt.	AC	0-2058993	Pilot	1092
ERTEL, JEROME 194-04 42nd Ave., Flushing, New York	F/O	AC	T-64170	Co-Pilot	1092
BAXTER, JOHN A. 307 South Columbus, Grovel, Ohio	1st Lt.	AC	0-709464	Navigator	1034
DAMON, KENNETH K. 1421 11th St., Rapid City, South Dakota	F/O	AC	T-7028	Bombardier	1035
DOWLING, DANIEL P. 225 Wood St., Wilnerding, Pennsylvania	T/Sgt.	AC	13041539	Engineer	748
FLYNN, GEORGE H. 385 Columbus Ave., Pittsfield, Mass.	T/Sgt.	AC	31415199	Radio Op.	757
SCHANK, HERBERT J. 367 Washington Place, Englewood, New Jersey	S/Sgt.	AC	12229953	Tail Grn.	611
REED, STANLEY C. 502 East 42nd St., Baltimore, Maryland	S/Sgt.	AC	13013131	Gnr.	612
FUEHRER, EDWIN L. General Delivery, Imperial, Nebraska	Sgt.	AC	17131790	N-T Gnr.	611
HEDLUND, HOWARD D. 810 3rd Avenue East, Oakaloosa, Iowa	S/Sgt.	AC	37679226	Gnr.	612

2- PASSENGERS

HRYVNIAC, RUSSELL 5452 Arthus Kill Road, Tattenville, New York	S/Sgt.	AC	32173830		750
DALEY, WILBUR H. Rt. #4, Waynesboro, Pennsylvania	PFC.	AC	13050808		678
GAY, EDWARD H. General Delivery, Waukeelah, Florida	Cpl.	Ord	14025984		901
BOLZA, MICHAEL 711 Wyandotte St., Bethlehem, Pennsylvania	Sgt.	Ord	33055501		901
WALKER, EWAL G. Route # 1, Box 67, Marked Tree, Arkansas	Cpl.	Ord	18219318		901
DAVID, CLIFFORD A. General Delivery, Opelousas, Louisiana	Cpl.	AC	14059882		590
WINISTORFER, GEORGE A. 1521 West Marquette Road, Chicago, Illinois	Cpl.	AC	36754420		017
MORGANTHALER, THEODORE General Delivery, Cliffside Park, New Jersey	Cpl.	Ord	32389667		901
KEESE, K.L. General Delivery, Ransom, Kentucky	PFC.	AC	35208999		060
ADKINS, ALFRED Route #2, Box 37, Branchland, Kentucky	PFC.	Ord	35211447		901

By order of Lt. Col. Lehnhausen

**On The Run**

OPERATIONS ORDERS NO. 6

DATED 22 MAY, 1945

Crew No. 6 of 17

TYPE, MODEL B-24 L

A/C Serial 44-49387

NAME GRADE SERVICE ASN CREW SPEC. MOS

1- CREW

WILLIAMS, THEODORE R. 13406 Woodworth Road, East Cleveland, Ohio	1st Lt.	AC	0-720651	Pilot	1092
RICKERT, WAYNE N. 105 West Mechanic Street, Wapakoneta, Ohio	1st Lt.	AC	0-928878	Co-Pilot	1092
RICHARDSON, ROBERT L. General Delivery, Jamestown, Alabama	1st Lt.	AC	0-2071697	Navigator	1034
TILTON, CHARLES W. 402 Beauregard St., Charleston, West Virginia	1st Lt.	AC	0-2072298	Bombardier	1035
LEEDY, DONALD W. 103 Rosemont Ave., New Cumberland, Pennsylvania	T/Sgt.	AC	33873917	Engineer	748
CASTLE, PHILIP V. 103 Pennsylvania Ave., Newark, New Jersey	T/Sgt.	AC	12093091	Radio Op.	757
HIGHTOWER, POWELL A. 410 East Orange St., Santa Maria, California	S/Sgt.	AC	19117361	Tail Gnr.	611
FRACARO, ARMAND V. 1434 White Rock, Waukesha, Wisconsin	S/Sgt.	AC	16155736	N-T Gnr.	611

2- PASSENGERS

VILLEMEZ, LAWRENCE R. Box 366, Anahuac,, Texas	T/Sgt.	AC	18060286		750
HALEK, RICHARD C. 2224 West 73rd St., Cleveland, Ohio	1st Lt.	AC	0-690806		1038
CLARKE, CHARLES J. P.O. Box #10, Milford, Pennsylvania	Cpl.	AC	32820870		747
ANDREOZZI, NUNZIO 185 Sterling Ave., Providence, Rhode Island	Cpl.	AC	11096979		911
COOGAN, MARTIN D. 143 Everett St., East Peoria, Illinois	Cpl.	AC	36677516		852
RULAND, ELBERT D. General Delivery, Alva, Wyoming	Cpl.	Ord	17146147		911
GOLDSTEIN, JACK 210 N. 3rd St., Manhattan, Kansas	Sgt.	AC	37143228		791

By order of Lt. Col. Lehnhausen

## On The Run

OPERATIONS ORDERS NO. 7

DATED 22 MAY, 1945

Crew No. 7 of 17

TYPE, MODEL B-24 M

A/C Serial 44-50588

NAME GRADE SERVICE ASN CREW SPEC. MOS

### 1- CREW

SCHNELL, CURTIS L.	1st Lt.	AC	0-715809	Pilot	1092
RFD 1, Center Point, Iowa					
McCARTEN, VINCENT F.	1st Lt.	AC	0-833549	Co-Pilot	1092
169 South 11th St., Newark, New Jersey					
SHEETZ, ALBERT L.	1st Lt.	AC	0-2070157	Navigator	1034
5340 North Paulina, Chicago, Illinois					
RUDD, RALPH Q.	F/O	AC	T-5622	Bombardier	1035
9 Mt. Vernon St., Stoneham, Mass.					
KOMISOR, MAX H.	T/Sgt.	AC	37357058	Engineer	748
2522 Bent Ave., Cheyenne, Wyoming					
KOBUS, KENNETH L.	T/Sgt.	AC	36676035	Radio Op.	757
104 Iowa Ave., Joliet, Illinois					
HARTWIG, CLARENCE W.	S/Sgt.	AC	19095136	Tail Gnr.	611
3913 America St., Seattle, Washington					
HARRY, ALEXANDER W.	S/Sgt.	AC	33920319	Gnr.	611
277 South Richhill St., Waynesburg, Pennsylvania					
LENGFELD, CARL H.	S/Sgt.	AC	36826895	N-T Gnr.	612
1626 North 10th St., Sheboygan, Wisconsin					
GRANTANO, JAMES W.	S/Sgt.	AC	13150414	Gnr.	612
1828 East Cumberland St., Philadelphia, Pennsylvania					

### 2-PASSENGERS

FARKAS, FREDERICK C.	Sgt.	AC	32910727		806
165 Nigh St., West Orange, New Jersey					
MARK, NORMAN H.	Cpl.	AC	33694513		851
326 North Bluff St., Butler, Pennsylvania					
LASTOWSKI, JOHN	Cpl.	AC	32461185		911
5 Vine St., Carnegie, Pennsylvania					
PETERSON, ROY E.	Cpl.	AC	36803133		852
Pine St., Schofield, Wisconsin					
STEELE, CARLTON E.	Cpl.	AC	35707506		852
611 Price Ave., Lexington, Kentucky					
CRIMMINS, ROBERT J.	PFC.	AC	32244325		348
1530 Mayflower Ave., Bronx, New York					
CRAMER, HARRY W. JR.	PFC.	AC	33307926		345
166 North Dithridge St., Pittsburg, Pennsylvania					
MATTHEWS, JARVIS W.	PFC.	AC	34445859		911
Route #9, Box 210, Atlanta, Georgia					
PELTO, JOHN R.	PFC.	AC	31379593		521
29 Dover Road, New Britain, Connecticut					
CALBERT, CLIFFORD G.	M/Sgt.	AC	19062498		750
General Delivery, Taft, California					

By order of Lt. Col. Lehnhausen

**On The Run**

OPERATIONS ORDERS NO. 8

DATED 22 MAY, 1945

Crew No. 8 of 17

TYPE, MODEL B-24 M

A/C Serial 44-50769  
CREW SPEC.

NAME	GRADE	SERVICE	ASN	CREW SPEC.	MOS
1- CREW					
PITTS, R.C.	1st Lt.	AC	0-2057399	Pilot	1092
General Delivery, Oxford, Mississippi					
CORNELY, WILLIAM F.	2nd Lt.	AC	0-2015086	Co-Pilot	1092
P.O. Box # 38, Saxton, Pennsylvania					
HUBBARD, WYLIE C.	1st Lt.	AC	0-707919	Navigator	1034
Route # 1, Hugo, Oklahoma					
WEST, THOMAS J.	T/Sgt.	AC	35607399	Engineer	748
Box 287, Tiltonsville, Ohio					
BROWN, DOUGLAS H.	T/Sgt.	AC	31364538	Radio Op.	757
45 Chester St., Quincy, Mass.					
ZGODA, RAYMOND J.	S/Sgt.	AC	42091736	Tail Gnr.	611
64 Hilton St., Buffalo, New York					
WADDLE, JACK W.	S/Sgt.	AC	33696728	Gnr.	611
516 Lovelace St., Pittsburgh, Pennsylvania					
ROLLAND, RALPH L.	Sgt.	AC	36875164	N-T Gnr.	612
2701 10th Ave., Port Huron, Michigan					
FRANCIS, JACK T.	S/Sgt.	AC	16167979	Gnr.	612
2- PASSENGERS					
FORD, JULIUS D.	Sgt.	AC	37099094		750
700 East Cedar, Gillespie, Illinois					
LeJEUNE, CHARLES P.	S/Sgt.	AC	14070932		940
639 South Union St., Opelousas, Louisiana					
SMITH, THERON F.	Sgt.	AC	37143676		060
General Delivery, Afton, Wyoming					
HARPER, LLOYD H.J.	Cpl.	AC	38224737		237
807 Washington St., Natchez, Mississippi					
SHERBA, FRANK	Cpl.	AC	33163126		060
173 Predle Ave., Pittsburgh, Pennsylvania					
DICKENS, THOMAS S. JR	PFC.	AC	13116938		756
General Delivery, Halifax, North Carolina					
HANSON, AMBROUS T.	PFC.	AC	38119464		650
Rt. # 6, Box 523-R, Dallas, Texas					
JENSEN, GEORGE J.	PFC.	AC	16137136		050
4133 Tilden Ave., Culver City, California					
PADILIA, MARIANO V.	PFC.	Ord	39854194		901
Rt. # 2, Box 162-B, Glendale, Arizona					
PURCELL, JOHN D.	PFC.	AC	36657149		756
2323 Chase Ave., Chicago, Illinois					
WILSON, FRANK A.	PFC.	AC	37668234		650
Box 157, Wilton Junction, Iowa					

By order of Lt. Col. Lehnhausen

**On The Run**

OPERATIONS ORDERS NO. 9

DATED 22 MAY, 1945

BBCrew No. 9 of 17

TYPE, MODEL B-24 J

A/C Serial No. 42-51965

NAME	GRADE	SERVICE	ASN	CREW SPEC.	MOS
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1-CREW

McKINNEY, SAMUEL JR	1st Lt.	AC	0-719696	Pilot	1092
1327 Avenue J. Huntsville, Texas					
RABKE, EARL C.	1st Lt.	AC	0-927722	Co-Pilot	1092
Route # 8, Box 161, San Antonio, Texas					
PEPPER, MAX	1st Lt.	AC	0-2069105	Navigator	1034
1001 Salt Springs Road, Syracuse, New York					
ZUCKER, PAUL B.	1st Lt.	AC	0-929633	Bombardier	1035
645 West 160th St., New York, New York					
LAFFERTY, JAMES E.	T/Sgt.	AC	33330340	Engineer	748
327 West Albanus St., Philadelphia, Pennsylvania					
GETZ, CLIFFORD M.	T/Sgt.	AC	39701348	Radio Op.	757
409 Genesee St., Los Angeles, California					
CWIAKALA, WILLIAM M.	S/Sgt.	AC	33573870	Tail Gnr.	611
Box 135, Holl Soppa, Pennsylvania					
TROXEL, WILLIAM J.	S/Sgt.	AC	35878374	N-T Gnr.	611
539 Washington Ave., Greenville, Ohio					
KOZIZKE, EDWARD	S/Sgt.	AC	32819358	Gnr.	612
119 Henry St., New York, New York					
ZELLER, JAMES W.	S/Sgt.	AC	15121601	Gnr.	611
509 East Yeasting St., Gibsenburg, Ohio					

2- PASSENGERS

CRUMP, GEORGE T.	S/Sgt.	AC	14061955		750
Rt. # 5, Franklin, Tennessee					
BOLLERO, LUDWIG L.	Cpl.	AC	36630214		853
Hughes Ave., Lockport, Illinois					
GILMOUR, DONALD W.	Cpl.	AC	13046227		747
629 Greenway Ave., Darby, Pennsylvania					
MOORE, HEATH	PFC.	AC	34113664		590
Rt. # 1, Marshville, North Carolina					
WALTZ, HERBERT W.	PFC.	Ord	33013178		901
Northfield Ave., Waynesboro, Pennsylvania					

By order of Lt. Col. Lehnhausen

JOY M. SMITH  
Major, Air Corps  
Sqd. Operations Officer

**On The Run**

OPERATIONS ORDERS NO. 11

DATED 26 MAY, 1945

Crew No. 10 of 17

TYPE, MODEL B-24 J

A/C Serial 42-50806 <sup>E</sup>

NAME	GRADE	SERVICE	ASN	CREW SPEC.	MOS
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1-CREW

ERIKSON, RUSSELL G. 23 Bailey St., Quincy, Massachusetts	1st Lt.	AC	0-828993	Pilot	1092
PARKINS, WILLIAM M. 7115 Blackstone Ave, Chicago, Illinois	1st Lt.	AC	0-833985	Co-Pilot	1092
THOMPSON, CLARENCE W. 114 North Emporia Ave., Wichita, Kansas	1st Lt.	AC	0-1297615	Navigator	1034
WRIGHT, JAMES F. JR 319 Lehigh Ave., Rosene Park, New Jersey	1st Lt.	AC	0-2056682	Bombardier	1035
RYDZ, RAYMOND RFD # 2, Thiensville, Wisconsin	T/Sgt.	AC	36817010	Engineer	748
BURY, ANTHONY J. 2723 Oliver Ave. North, Minneapolis, Minnesota	T/Sgt.	AC	17113388	Radio Op.	757
CONLIN, PATRICK C. 501 South Chandler St., Rantoul, Illinois	S/Sgt.	AC	16032309	Tail Gnr.	612
MEYER, ROBERT L. P.O. Box # 1227, Bisbee, Arizona	S/Sgt.	AC	39860880	Gnr.	612
POULAKIS, JOHN S 28 Loft Ave., Baldwin, New Jersey	S/Sgt.	AC	32718281	N-T Gnr.	612

2-PASSENGERS

WOOD, FRANCIS M. 305 North Pearl St., Natchez, Mississippi	M/Sgt.	AC	34133012		750
GETSON, HOWARD 707 McKean St., Philadelphia, Pennsylvania	Sgt.	AC	13027648		601
KENYON, FREDERICK A. 212 Asylum St., Hartford, Connecticut	PFC.	AC	31145446		911
FARRELL, JOHN J. JR 221 Baltic St., Brooklyn, New York	PFC.	Ord	32620386		901
HUTTON, ROGER N. JR RFD # 2, Nashville, Tennessee	T/Sgt.	AC	14041477		754
DAKIN, HOWARD R. RFD # 5, Stanton, Michigan	Cpl.	AC	36402052		911
MENTER, JOHN 417 2nd St., Troy, New York	Cpl.	AC	32290448		911
HILL, HOWARD I. Box 13, Killeen, Texas	Sgt.	AC	6299758		566
MESSICK, PAUL D. 24 Charles St., Newark, Ohio	PFC.	AC	35223039		747
WOOD, VICTOR L. RFD # 3, Mountain Grove, Missouri	Cpl.	AC	37395957		685
PARKER, JAMES M. Box 52, Malta, Montana	Sgt.	AC	19055290		686

By order of Lt. Col. Lehnhausen



**On The Run**

OPERATIONS ORDERS NO. 12

DATED 28 MAY, 1945

Crew No. 11 of 17

TYPE, MODEL B-24 H

A/C Serial 42-51224  
CREW SPEC.

NAME	GRADE	SERVICE	ASN		MOS
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1- CREW

ANDERSON, NED L. 138 East 2nd St., North, Spanish Forks, Utah	1st Lt.	AC	0-718838	Pilot	1092
HALL, FRED L. 4756 North Maplewood Ave., Chicago, Illinois	1st Lt.	AC	0-828653	Co-Pilot	1092
FERRARA, MICHAEL J. 4905 39th Ave., New York, New York	1st Lt.	AC	0-2069996	Navigator	1034
WILNER, JEROME 2503 14th St., N.E., Washington, D.C.	2nd Lt.	AC	0-2056755	Bombardier	1035
MORRISSEY, REDMOND J. 1431 East 64th St., Brooklyn, New York	T/Sgt.	AC	12018484	Engineer	748
OVERBEY, EDWARD H. 1210 Grand Boulevard East, Detroit, Michigan	T/Sgt.	AC	16137755	Radio Op.	757
GAUS, JOHN F. RFD # 2, Box 227, Cloquet, Minnesota	S/Sgt.	AC	37582838	Tail Gnr.	611
CROFT, WILLIAM M. 214 North College St., Carlisle, Pennsylvania	S/Sgt.	AC	13159240	Gnr.	611
IRWIN, ROBERT H. 3603 5th Ave., Sioux City, Iowa	S/Sgt.	AC	37485668	N-T Gnr.	611
TAYLOR, CHARLES B. JR 1323 Grant Ave., Woodlyn, Pennsylvania	S/Sgt.	AC	33582552	Gnr.	612

2-PASSENGERS

BERRY, LOUIS B. 1376 Pondview Ave., Akron, Ohio	M/Sgt.	AC	6991562		750
MASTERS, HARRY J. 400 Columbia Ave., Rochester, New York	PFC.	AC	32938538		747
MANNING, PATRICK A. 7929 Woodlawn, Chicago, Illinois	PFC.	AC	36663889		747
DETOTA, JOSEPH A. 144-18 120th Avenue, South Ozone Park, Long Island, New York	Sgt.	AC	12057444		747
MAURER, JOSEPH H. 1512 Archer St., Morristown, Pennsylvania	Cpl.	AC	14063460		256
FULFORD, SAMMIE R. General Delivery, Shellman, Georgia	Cpl.	AC	34088785		747
SNYDER, DEWEY H. JR General Delivery, Lester, West Virginia	Cpl.	AC	35656495		901
BAXTER, RENO E. RFD # 1, Newcastle, Pennsylvania	PFC.	AC	33297899		911
BALDWIN, WILLIAM H. 5407 Sierra Vista, Los Angeles, California	Cpl.	AC	39022667		911
PURDY, RAYMOND D. General Delivery, Wauneta, Nebraska	Cpl.	AC	37333053		754

By order of Lt. Col. Lehnhausen

**On The Run**

OPERATIONS ORDERS NO. 13

DATED 28 MAY, 1945

Crew No. 12 of 17

TYPE, MODEL B-24 H

A/C Serial 42-51108

NAME	GRADE	SERVICE	ASN	CREW SPEC.	MOS
1- CREW					
VAUGHN, JOHN W. 4900 Washington Ave., St. Louis, Missouri	1st Lt.	AC	0-827840	Pilot	1092
HENRICH, EDWIN J. 18 Hubert Place, New Rochelle, New York	1st Lt.	AC	0-828428	Co-Pilot	1092
FREEBOROUGH, WILLIAM A. 557 Englewood, Detroit, Michigan	1st Lt.	AC	0-2056576	Navigator	1034
GAMBETTA, ATTILIO J. 2000 Hudson Ave., Norwood, Ohio	1st Lt.	AC	0-723966	Bombardier	1035
SMITH, JOY M. General Delivery, Weeping Water, Nebraska	Major	AC	0-690265	CP	1092
CARNS, FRANKLIN F. RFD # 1, Ligonier, Pennsylvania	T/Sgt.	AC	6994798	Engineer	748
PEEBLES, ELMER L. Pentagon Court, Baton Rouge, Louisiana	T/Sgt.	AC	38382213	Radio Op.	757
CHOVAN, EDWARD 818 Spruce Ave., Sharon, Pennsylvania	S/Sgt.	AC	33081107	Tail Gnr.	611
PHILLIPS, JOHN L. Box 52, Morann, Pennsylvania	S/Sgt.	AC	36779969	Gnr.	611
EDELEN, GEORGE J. RFD # 3, Box 234, Valley Station, Kentucky	S/Sgt.	AC	35811541	N-T Gnr.	611
STRAHLER, GEORGE R. 833 Carlton Ave., Bethlehem, Pennsylvania	S/Sgt.	AC	33624420	Gnr.	612

2-PASSENGERS

WAITES, DOYLE D. Box 1521, Kilgore, Texas	S/Sgt.	AC	18064132		750
MANELSKI, EDWIN N. 3426 East 55th St., Cleveland, Ohio	Cpl.	Ord	15354115		901
BROOKER, DAVID C. Box 142, Jupiter, Florida	S/Sgt.	AC	14061655		756
LORENZETTI, BRUNO W. 28 Oliver St., New York, New York	PFC.	AC	32977359		747
BODAK, MATHEW 81 Mill St., Buffalo, New York	Cpl.	AC	12167415		747
LATTA, WILLIAM C. 177 Conklin Ave., Binghamton, New York	Cpl.	Ord	12139683		901
BARRETT, ROBERT V. 2 Tow Bridge Terrace, Cambridge, Massachusetts	S/Sgt.	AC	11087157		853
CRONQUIST, ELMER A. 2943 South Lincoln St., Englewood, Colorado	T/Sgt.	AC	18045751		945
McDOWELL, LESLIE R. RFD # 1, Grinnel, Iowa	Cpl.	AC	37436065		747

By order of Lt. Col. Lehnhausen

**On The Run**

OPERATIONS ORDERS NO. 14

DATED 28 MAY, 1945

Crew No. 13 of 17

TYPE, MODEL B-24 J

A/C Serial 41-10504

NAME	GRADE	SERVICE	ASN	CREW SPEC.	MOS
1-CREW					
LINDSAY, GERALD G. 4825 Gaviota, Long Beach, California	1st Lt.	AC	0-719686	Pilot	1092
GRANEY, DONALD H. 2545 Cedar Ave., Long Beach, California	1st Lt.	AC	0-2058787	Co-Pilot	1092
OLIVER, ARTHUR P. 425 North 10th St., Pocatello, Idaho	F/O	AC	T-131865	Navigator	1034
TAYLOR, PAUL L. 2523 Hemlock St., Walnut Hills, Cincinnati, Ohio	T/Sgt.	AC	34729536	Engineer	748
CARLSON, DONALD E. 5841 North Manton Ave., Chicago, Illinois	S/Sgt.	AC	36659609	Radio Op.	757
CLICK, THEODORE General Delivery, Decherd, Tennessee	S/Sgt.	AC	14200101	Tail Gnr.	611
KING, ROBERT P. Box 49, Weaverville, North Carolina	S/Sgt.	AC	34894163	N-T Gnr.	611
TYNDALL, THEODORE B. RFD # 1, Winter Garden, Florida	S/Sgt.	AC	34788582	Gnr.	612
WOOLMAN, JOSEPH S. Harper Ave., Yardley, Pennsylvania	S/Sgt.	AC	33809505	Gnr.	611
2-PASSENGERS					
MATTHEWS, HAROLD G. 167 Commonwealth Ave., Merrick, New York	Cpl.	AC	12069211		687
RIFKIN, MORTON S. 121 3rd St., Newburgh, New York	S/Sgt.	AC	12037750		750
MARCHUCK, GEORGE 5913 Jefferson St., West New York, New Jersey	PFC.	AC	32926572		932
STEVENS, HOWARD J. 51 Clark St., Brooklyn, New York	Sgt.	AC	32346487		055
VERGO, THOMAS C. 82 Westland Ave., Rochester, New York	Sgt.	AC	32254171		060
MITCHELL, MORRIS D. 403 Wilson Ave., Lebanon, Tennessee	PFC.	AC	14160353		345
RUCKER, ROBERT W. General Delivery, Limes Springs, Iowa	PFC.	AC	37116740		345
MULL, FRANK S. 161 Virginia Ave., Ashville, North Carolina	Cpl.	AC	34036636		678
WULFERS, JACK E. 2905 West Hays Ave., Milwaukee, Wisconsin	Cpl.	AC	36247197		911
MARION, ROSS K. General Delivery, Beulah, Missouri	PFC.	AC	37613721		237
DELANEY, WILLIAM J. 8009 South Justine St., Chicago, Illinois	PFC.	AC	36323268		590

By order of Lt. Col. Lehnhausen

**On The Run**

OPERATIONS ORDERS NO.15

DATED 28 MAY, 1945

Crew No. 14 of 17

TYPE, MODEL B-24 J

A/C Serial 44-40276

NAME GRADE SERVICE ASN CREW SPEC. MOS

1-CREW

GARBADE, HARRY M.	Capt.	AC	0-671920	Pilot	1092
1209 North 10th St., Waco, Texas					
OVERHULTZ, WILLIAM R.	1st Lt.	AC	0-831780	Co-Pilot	1092
425 Park Avenue, Lexington, Kentucky					
PATTON, JOHN V. JR	1st Lt.	AC	0-2065609	Navigator	1034
327 South LaSalle St., Chicago, Illinois					
MENDENWALT, GEORGE V.	1st Lt.	AC	0-782935	Bombardier	1035
Box 183, Laona, Wisconsin					
INDRI, VALERIO J.	T/Sgt.	AC	32928939	Engineer	748
313 South 2nd Avenue, Highland Park, New Jersey					
HILL, OSCAR D.	T/Sgt.	AC	39553686	Radio Op.	757
2419 Santa Fe Avenue, Compton, California					
NUTTER, KENT R.	S/Sgt.	AC	13071509	Tail Gnr.	611
1219 Penn Avenue, Clarksburg, West Virginia					
LAPRADE, MELVIN W.	S/Sgt.	AC	13121205	N-T Gnr.	612
508 North Side Avenue, Richmond, Virginia					
BONCHER, LEO WW.	S/Sgt.	AC	36893235	Gnr.	612
General Delivery, Rudyard, Michigan					
TAYLOR, WILLIAM J.	S/Sgt.	AC	37661415	Gnr.	514
609 Bluff St., Sioux City, Iowa					

2- PASSENGERS

SCHEIDEGGER, FREDDY	M/Sgt.	AC	16046001		750
RFD # 1, Blanchardville, Wisconsin					
CAILLIER, THEODORE L.	Sgt.	AC	39209851	<i>Jim?</i>	901
4410 North Vischer, Tacoma, Washington					
SYNCWIEC, WALTER J.	Cpl.	Ord	36335815		901
1154 West Huron St., Chicago, Illinois					
LLOYD, JACK L.	Cpl.	AC	36335164		911
103166 Ave. "G", Chicago, Illinois					
ZSITKOVSKY, CHARLES S.	Cpl.	AC	32365257		747
2231 North 6th St., Philadelphia, Pennsylvania					
KELLEY, JOSEPH M.	Cpl.	AC	35610264		555
1172 Taylor St., Akron, Ohio					
HEINZELMAN, LAWRENCE F.	PFC.	AC	16132905		747
RFD # 1, Box 414, South Whitnall Ave., Cudahy, Wisconsin					
LAGOMARSINO, AUGUSTINO	PFC.	AC	17074048		747
6317 St. Louis Ave., St. Louis, Missouri					
MERRIMAN, FRED W.	Cpl.	AC	35363367		345
RFD # 5, Manchester, Tennessee					
WISMAN, DOUGLAS D.	Sgt.	AC	36172448		756
29144 Hazelwood, Inkster, Michigan					

By order of Lt. Col. Lehnhausen

**On The Run**

OPERATIONS ORDERS NO. 16

Crew No. 15 of 17

TYPE, MODEL B-24 H

DATED 28 MAY, 1945

A/C Serial 42-52643  
CREW SPEC.

NAME	GRADE	SERVICE	ASN	CREW SPEC.	MOS
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1- CREW

BOGGS, ROY M. 1526 Wilson Ave., Des Moines, Iowa	Capt.	AC	0-705297	Pilot	1092
VANECEK, JOSEPH V. 1023 Wheatsheaf Rd., Linden, New Jersey	1st Lt.	AC	0-715873	Co-Pilot	1092
TRAGESER, WILLIAM J. JR 298 Kenment Ave., Pittsburgh, Pennsylvania	1st Lt.	AC	0-718459	Navigator	1034
SUTTON, JOHN R. 1206 Cleveland Heights Blvd., Cleveland, Ohio	Capt.	AC	0-717117	Bombardier	1035
REHMEL, JOY F. RFD #1, Lewis, Indiana	T/Sgt.	AC	35731529	Engineer	748
BUDARF, PETER P. 622 Court St., Elizabeth, New Jersey	T/Sgt.	AC	19095652	Radio Op.	757
HOLDREN, SAMUEL H. Box 138, Pelle, West Virginia	S/Sgt.	AC	35434465	Tail Gnr.	611
CARLONZA, SALVATORE N. 7 Mayward St., East Orange, New Jersey	S/Sgt.	AC	12134673	Gnr.	748
DIGIACINTO, DANTE P. 1143 Mechanic St., Bethlehem, Pennsylvania	S/Sgt.	AC	33489378	Gnr.	611
TEBBE, LOUIS A. Box 216, Morro Bay, California	S/Sgt.	AC	37148463	N-T Gnr.	611

2-PASSENGERS

LEE, CLAUDE E. RFD # 3, Fayetteville, Georgia	M/Sgt.	AC	14043005		750
SKRZYPCZAK, THEODORE J. 1514 Willen St., Plainfield, New Jersey	Cpl.	AC	32558688		747
FEINBERG, ARTHUR W. 4607 Monticello Ave., Chicago, Illinois	Sgt.	AC	16038828		747
WALKER, FRANK G. General Delivery, Lance Creek, Wyoming	Cpl.	AC	17055112		747
RUSSO, SANTO 1951 Slat St., Brooklyn, New York	Cpl.	AC	12041543		555
TRIBE, LELAND J. General Delivery, Orleans, Nebraska	Sgt.	AC	37144009		747
HOLLOWAY, JOHN W. JR RFD # 1, Vienna, Louisiana	Cpl.	AC	34231288		747
MOTT, CHARLES M. RFD 3 1, Sarasota, Florida	S/Sgt.	AC	34057872		682
BEAMER, JOHN O. 5326 Allendale, Detroit, Michigan	S/Sgt.	AC	36506711		683

PASSENGER ATTACHED FOR MOVEMENT FROM 44TH BOMB GROUP HDQTRS

CONNER, ROBERT R. RFD # 1, Richfield, Idaho	Sgt.	AC	39904753		867
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By order of Lt. Col. Lehnhausen

**On The Run**

OPERATIONS ORDERS NO. 17

DATED 28 MAY, 1945

Crew No. 16 of 17

TYPE, MODEL B-24 H

A/C Serial 42-95021

NAME GRADE SERVICE ASN CREW SPEC. MOS

1-CREW

VAN DYKE, THURSTON E.	1st Lt.	AC	0-813980	Pilot	1092
779 Montello St., Brockton, Massachusetts					
HALL, JOHN R.	1st Lt.	AC	0-833092	Co-Pilot	1092
1083 East Clifton Road., NE, Atlanta, Georgia					
RICHMAN, BENJAMIN	2nd Lt.	AC	0-699531	Bombardier	1035
%R.B.Ryan, RFD # 2, Murfreesboro, Tennessee					
ROSE, LAWRENCE F.	T/Sgt.	AC	11115872	Engineer	747
17 Maywood St., Roxbury, Massachusetts					
KIRSCHLING ROBERT J.	T/Sgt.	AC	19190062	Radio Op.	757
3015 Fernside Blvd., Alameda, California					
MANKUS, MATHEW	S/Sgt.	AC	33778322	Tail Gnr.	611
144 Wellens Ave., Philadelphia, Pennsylvania					
WALTON, ELBERT B.	S/Sgt.	AC	33541071	Gnr.	611
General Delivery, Corliss, West Virginia					
LACHER, WALLACE E.	S/Sgt.	AC	35789339	Gnr.	612
RFD # 1, West Road, Cleves, Ohio					
CHAMBERLAND, NORMAND H.	S/Sgt.	AC	31347301	N-T Gnr.	612
56 Heroux Ave., Woonsocket, Rhode Island					

STAFF CREW MEMBER ATTACHED FROM 66TH BOMBARDMENT SQUADRON.

ROSEN, EUGENE D.	Capt.	AC	0-676126	Navigator	1038
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2- PASSENGERS

CRAMER, BARTON D.	M/Sgt.	AC	18089242		750
General Delivery, Fadens, Texas					
KRUEGER, ROBERT O.	Cpl.	AC	12044523		747
370 Wyoming Ave., Buffalo, New York					
WAGNER, CHARLES H.	Cpl.	AC	13029488		747
RFD # 1, Ambler, Pennsylvania					
MORTON, JAMES E. JR	Sgt.	AC	33478024		683
5121 North Mervine St., Philadelphia, Pennsylvania					
HUTCHINSON, WALLACE M.	S/Sgt.	AC	16014305		678
1639 Papeer Ave., Fort Huron, Michigan					
KING, RICHARD E.	S/Sgt.	AC	14055076		854
691 Monroe Ave., Memphis, Tennessee					
OWEN, IVAN E.	PFC.	AC	37486404		521
RFD # 1, Ashland, Nebraska					
HATHAWAY, HARVEY C.	Cpl.	AC	35265755		055
General Delivery, New Madison, Ohio					
JOHNSON, ROBERT E.	PFC.	AC	37128387		590
RFD # 2, Bereesford, South Dakota					

PASSENGER ATTACHED FROM HDQTRS 44TH BOMB GROUP

KING, WILLIAM C. JR	T/Sgt.	AC	34150205		590
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By order of Lt. Col. Lehnhausen

**On The Run**

OPERATIONS ORDERS NO 18

DATED 30 MAY, 1945

Crew No. 17 of 17

TYPE, MODEL B-24 H

A/C Serial 42-95001  
CREW SPEC.

NAME	GRADE	SERVICE	ASN	CREW SPEC.	MOS
1-CREW					
ACKERMAN, TRENT	1st Lt.	AC	0-523555	Pilot	1092
938 Division St., Huntington, Indiana					
GRAHAM, LEWIS R.	1st Lt.	AC	0-930771	Co-Pilot	1092
RFD # 2, LaFollette, Tennessee					
TURNER, SHELBY O.	1st Lt.	AC	0-523240	Navigator	1034
General Delivery, Clarkrange, Tennessee					
JOHNSON, NEWELL W.	1st Lt.	AC	0-772851	Bombardier	1035
RFD # 4, Box 1012, Stockton, California					
CARDINALLO, ROCCO L.	T/Sgt.	AC	36670045	Engineer	748
1481 West Erie St., Chicago, Illinois					
MACKEY, HOMER R.	T/Sgt.	AC	18120703	Radio Op.	757
RFD # 3, Boise City, Oklahoma					
RAULSTON, SAMUEL R.	S/Sgt.	AC	34505568	Tail Gnr.	611
General Delivery, Jasper, Tennessee					
WELSH, MAURICE P.	S/Sgt.	AC	37673225	Gnr.	612
505 North 4th Avenue, Mashalltown, Iowa					
BOGUE, JOHN R.	S/Sgt.	AC	31428133	Gnr.	611
1282 Randolph Ave., Milton, Massachusetts					
RIKER, WILLIAM R.	S/Sgt.	AC	12081412	N-T Gnr.	611
407 Morris Ave., Rockville Center, New York					
2- PASSENGERS					
BARRON, RALPH S.	M/Sgt.	AC	14060335		750
RFD # 1, Milner, Georgia					
BELYEU, DARRELL D.	Sgt.	AC	18052616		747
RFD # 4, Shawnee, Oklahoma					
MADDOX, DAVID L.	Cpl.	AC	34420459		747
General Delivery, Baltzer, Mississippi					
ECKENROTH, JOHN R.	Cpl.	AC	33145451		911
Bush Arcade Apts., Bellefonte, Pennsylvania					
MILLER, ARNE W.	Sgt.	AC	36322909		911
6148 Grain St., Morton Grove, Illinois					
UZAROWSKI, CASIMER I.	Sgt.	Ord	36335191		901
5017 South Kedvale Ave., Chicago, Illinois					
SAWYER, JOHN L.	Sgt.	ORD	19185743		901
410 North 3rd St., Sapulpa, Oklahoma					
HERVEY, ALBERT C. JR	1st Lt.	AC	0-583835		2554
1553 West 4th Street, Corsicana, Texas					
SEELLEN, ANTHONY J.	PFC.	AC	37093817		673
405 5th Street NE. Little Falls, Minnesota					
PASSENGER ATTACHED FOR MOVEMENT FROM 44TH BOMB GROUP HDQTRS					
THAYER, MELVIN L.	M/Sgt.	AC	19053457		602
930 Market Street, Yuba City, California					

By order of Lt. Col. Lehnhausen



**On The Run**

OPERATIONS ORDERS NO. 19

DATED 30 MAY, 1945

Crew No. 18 of 18

TYPE, MODEL B-24 J

A/C Serial 42-109805  
CREW SPEC.

NAME	GRADE	SERVICE	ASN	CREW SPEC.	MOS
1-CREW					
DOBBS, STERLING L. 2905 "S" Street, Lincoln, Nebraska	Capt.	AC	0-391085	Pilot	2161
PATAKOS, MICHAEL J. 3920 Spokane Ave., Cleveland, Ohio	1st Lt.	AC	0-836631	Co-Pilot	1092
HOWLETT, OSCAR D. 5828 Southeast Mall, Portland, Oregon	1st Lt.	AC	0-749388	Navigator	1034
REINECKE, CALVIN C. 4309 East 54th Street, Minneapolis, Minnesota	2nd Lt.	AC	0-718020	Bombardier	1035
MILLER, ROBERT F. 7715 South Bishop St., Chicago, Illinois	S/Sgt.	AC	36679322	Engineer	748
HILL, DON R. General Delivery, Bellaire, Michigan	T/Sgt.	AC	16151098	Radio Op.	757
JOHNSON, ROBERT W. 1916 Acorn St., Muskegon, Michigan	S/Sgt.	AC	36871944	Gnr.	938
LUTHMAN, PAUL B. General Delivery, Maria Stein, Ohio	S/Sgt.	AC	35226707	Gnr.	611
2- PASSENGERS					
FOLEY, HOWARD J. 629 Lincoln Ave., Venice, Illinois	M/Sgt.	AC	36022088		750
TOLES, ROBERT J. P.O. Box # 40, Death Valley, California	Cpl.	AC	19063322		747
LORICCHIO, PETER J. 1063 49th St., Brooklyn, New York	PFC.	AC	32248754		911
ROSSMAN, ROY J. 1206 Redmond Ave., Cleveland, Ohio	PFC.	AC	35539416		911
CASKER, KENNETH 840 East Hilton Street, Philadelphia, Pennsylvania	PFC.	AC	13113629		911
GILLS, LAWRENCE H. RFD # 2, Farnville, Virginia	Sgt.	AC	33219559		862
CONLEY, FRED M. RFD # 1, Sheffield, Alabama	Cpl.	AC	34103957		345
MUNDS, GRANVILLE F. Box 988, Arvin, California	PFC.	AC	39021150		345
FALANDYS, WALTER 74 Falls St., Ashley, Pennsylvania	Cpl.	Ord	33349173		901
HURLEY, DAVID G. 177 East Circular St., Lima, Ohio	Cpl.	AC	35330744		747
SUMMERS, EARLE T. 1135 Hanly St., Gary, Indiana	Cpl.	AC	15334411		747
CRAIG, ROY L. RFD # 2, Southwest City, Missouri	1st Lt.	AC	0-863909		0141

By order of Lt. Col. Lehnhausen

**On The Run**

OPERATIONS ORDERS NO. 20

DATED 30 MAY, 1945

Crew No. 19 of 19

TYPE, MODEL B-24 J

A/C Serial ~~44-42189~~  
44-42189  
JORAN

NAME	GRADE	SERVICE	ASN	CREW SPEC.	MOS
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1- CREW

LEHNHAUSEN, ROBERT J.	Lt. Col.	AC	0-728890	Pilot	2161
615 East Armstrong, Peoria, Illinois					
KUCKAS, DONALD A.	2nd Lt.	AC	0-2058214	Co-Pilot	1092
218 East 7th St., Kewanee, Illinois					
GRIDLEY, JACK R.	S/Sgt.	AC	33683051	Engineer	748
67 Sherman St., Galetown, Pennsylvania					
GRAY, JAMES S.	T/Sgt.	AC	39298579	Radio Op.	757
2306 Carrol Park South, Long Beach, California					
McATEE, PATRICK H. JR	T/Sgt.	AC	35041343	Gnr.	938
RFD # 1, Smith Mills, Kentucky					

STAFF CREW MEMBER ATTACHED FOR MOVEMENT FROM 44TH GROUP HDQTRS

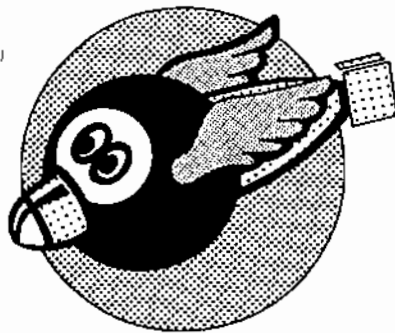
VAUGHN, GORDON S.	Major	AC	0-789277	Navigator	1034
41 Fresno St., Springfield, Massachusetts					

2- PASSENGERS

HILL, HAROLD L.	M/Sgt.	AC	17033006		750
1700 West Lake St., Minneapolis, Minnesota					
WOODRUFF, HERBERT C.	1st Lt.	AC	0-562377		2200
221 23rd St., Merced, California					
SAND, CHRIS JR.	Capt.	AC	0-386917		4823
General Delivery, Wolf Point, Montana					
BLASCHKE, AUGUST L.	T/Sgt.	AC	18101868		502
110 Bogle St., San Antonio, Texas					

By order of Lt. Col. Lehnhausen

# ENEMY AIRCRAFT SCOREBOARD





White Cliffs of Dover  
"A Welcome Sight"

**On The Run**

**68TH SQUADRON EAC SCOREBOARD**

<b>NAME</b>	<b>DATE</b>	<b>DESTROYED</b>	<b>PROBABLE</b>	<b>DAMAGED</b>
ALLBRIGHT, Lloyd	10/09/43	ME109		
BALAZOVICH, Michael	05/14/43		FW190	
BANNING, Charles E.	06/22/44			ME109
BANTA, Jack O.	03/18/43 03/22/43		FW190	ME109
BERNSTEIN, David G.	05/14/43	ME109		
BLEDSON, John D.	03/22/43	ME109		
BOLICK, Sidney R.	02/24/44	ME109		
BOWDEN, Edward F.	05/14/43	FW190 (2)		
BRANDON, Gordon	10/09/43 05/19/44	ME110 FW190	JU88	
BRZOZOWY, Adolph E.	03/18/43 03/22/43 05/14/43	FW190 ME110 FW190	FW190	
BURKE, Richard M.	10/01/43	ME109		
BOGGS, Earl E.	12/11/43		FW190	
BUTLER, Richard	11/18/43	JU88 (2)		
CARLTON, Clyde W.	03/08/43 03/18/43 04/05/43	FW190 FW190	ME110	
CASKEY, James W. Jr	01/21/44 04/09/44	FW190	ME109	
CASTILLO, Richard M.	05/14/43	FW190 (2)		
COLLINS, Carlos	04/08/44	ME109		
CRISAN, Norius	03/08/43	FW190		
CROSS, Frank E.	05/14/43		FW190	
CRUMP, John W.	01/27/43		FW190	
DeBERRY, Samuel H.	05/14/43			ME109
DELPERUTO, Domonic	05-19-44	FW190		

**On The Run**

NAME	DATE	DESTROYED	PROBABLE	DAMAGED
DICK, Charles S.	12/06/42	FW190	FW190	
DICK, James A.	02/05/44	FW190		
DUNN, Edward E.	02/05/44 02/24/44	FW190 FW190		
FANNING, Phillip J.	05/29/44		ME109	
FICK, James	05/29/44	ME109		
GATES, William	02/15/43	FW190		
GARRARD, James M.	05/14/43	ME109		
GAVIN, Frank W.	02/26/43 03/18/43 03/22/43 08/16/43	FW190 ME110 ME109 (2)	ME110 ME110	FW190
GEARHART, Bill G.	08/16/43	ME109		
GENTRY, Herbert H.	01/27/43 02/15/43 03/08/43 05/14/43	FW190 FW190 FW190 ME109	FW190	
GORDON, Charles R.	07/06/44	ME410		
GOZA, James A.	07/05/43 07/17/43 08/16/43	ME109 ME109 ME109		
GRANTS, Chester F.	03/18/44	ME109		
GREEN, George L.	01/27/43 07/17/43			FW190
GRIMES, Eugene L.	07/05/43	ME109 (1/2)		
GUILFORD, George W.	05/14/43	FW190		
HART, Don L.	11/18/43	JU88		
HATCH, Thomas C.	10/04/43			ME109
HAYES, Henry G.	02/26/43	ME110 (2)		
HIGH, Ashburn L.	10/01/43	ME109		
HILTY, Percy	04/29/44	FW190		

**On The Run**

<b>NAME</b>	<b>DATE</b>	<b>DESTROYED</b>	<b>PROBABLE</b>	<b>DAMAGED</b>
HUFF, Corwine C.	03/18/43	ME109		
	05/14/43		FW190	
	07/05/43	ME109 (1/2)		
HUMES, George L.	10/01/43	ME109		
JOHNSON, Carl E.	05/14/43	FW190		
JOHNSON, John F.	10/01/43	ME109		
JONES, Paul A.	10/09/43			ME220
KELLY, George A.	03/08/43	FW190		
	05/14/43	FW190		
KELSEY, George L.	08/13/43	ME109		
	08/16/43	ME109		
	10/01/43	ME109 (2)		
KINAL, Eugene	05/29/44	ME109		
KLEIN, Alfred M.	01/21/44	FW190		
KLEKAR, Howard R.	01/27/43	FW190		
	05/14/43		FW190	
KOPKO, Edward E.	02/24/44	ME262		
KOZLOSKY, Ziggy	05/29/44	ME109		
LASKOWSKI, Thomas J.	10/01/43	FW190		ME109
LIGHT, Herbert M.	03/18/43	FW190		
LINVILLE, Norman B.	01/21/44	FW190		
LOVING, Willis R.	07/06/44			ME410
MARTIN, Donald	04/08/44	ME109		
McALISTER, George E.	04/09/44	FW190		
McATEE, Patrick H.	02/15/43	FW190		
	03/18/43	FW190		
	05/14/43	FW190		
McCABE, Kenneth C.	03/08/43	FW190		
McCLENDON, Samuel L.	05/18/44	FW190		
McMAKIN, Charles G.	01/27/43	FW190		

**On The Run**

NAME	DATE	DESTROYED	PROBABLE	DAMAGED
MERRIGAN, John C.	08/01/43	ME110		
	08/21/43	ME109		
	11/18/43	ME109		
METSA, Tauno I.	02/26/43	ME110		
MILOJEVICH, John H.	10/09/43	ME110		
MITSCHE, Michael P.	12/11/43	FW190		
MORTON, William G.	08/01/43	FW190		
	08/16/43	ME109		
	08/21/43	ME109 (2)		
	10/01/43	ME109		
MYERS, Rudy S.	11/13/43			ME109
NEALON, Walter K.	12/11/43	FW190		
	02/24/44	ME109		
O'MALLEY, Charles	10/09/43	FW190		
	11/18/43	FW190		
PETERSON, Robert C.	08/16/43	ME109		
PIERCE, Robert G.	02/05/43	ME109		
POOLE, William A.	01/27/43	FW190		
RICH, Fred A.	05/29/44	ME109		
ROSS, Charles M.	08/21/43	ME109		
	10/01/43	ME109		
	04/11/44	ME109		
ROSS, Frank Y.	05/19/44	ME109		
ROTHROCK, Clarence N.	08/16/43	FW190 (2)		
SCHOCKLEY, Charles	11/18/43		ME109	
SCOTT, John F.	10/09/43	ME109		
SELM, Irvin M.	04/08/44	ME109		
SLATTERY, Dennis E.	08/16/43	FW190 (2)		ME109
SMITH, Donald M.	12/06/42	FW190		
SMITH, Nick B.	08/16/43	FW190 (2)		
SMITH, Robert M.	05/13/43		FW190	



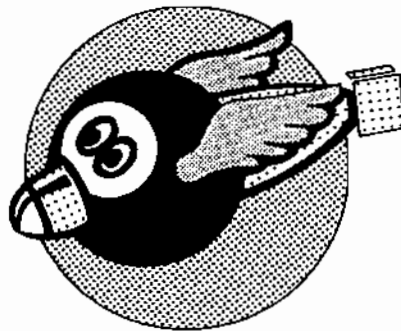
**On The Run**

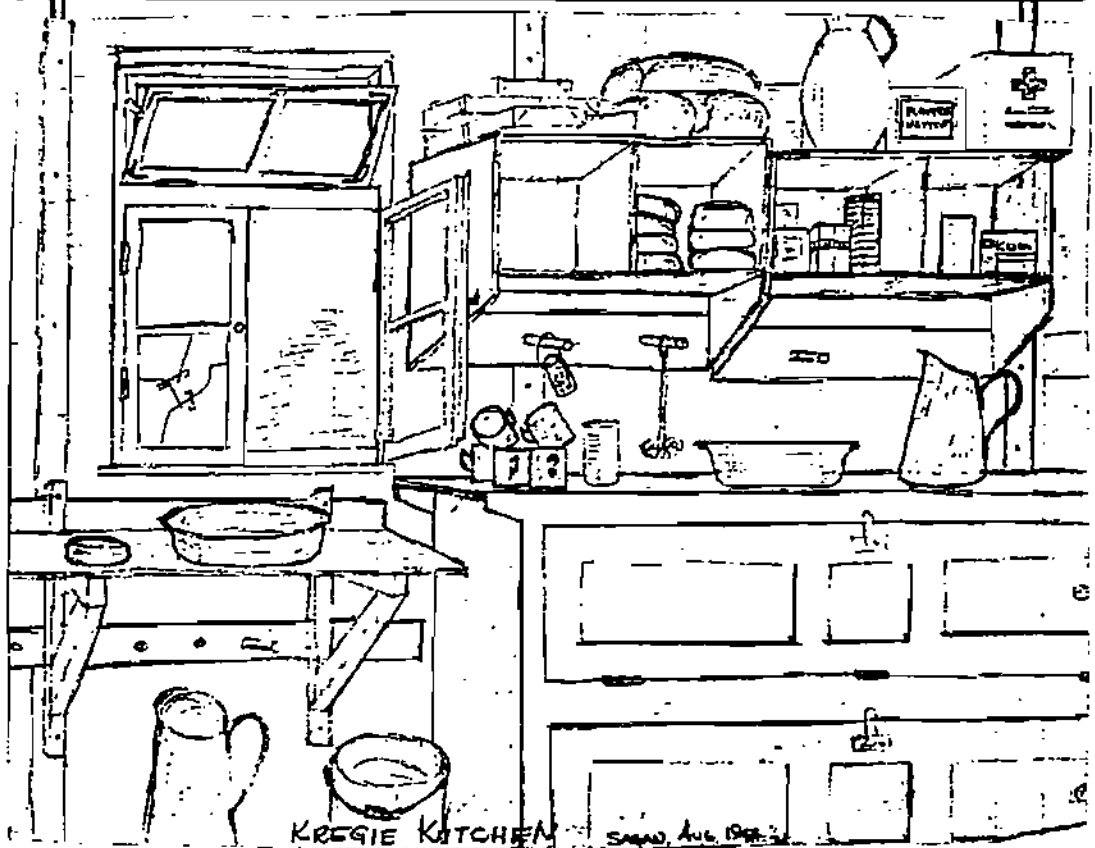
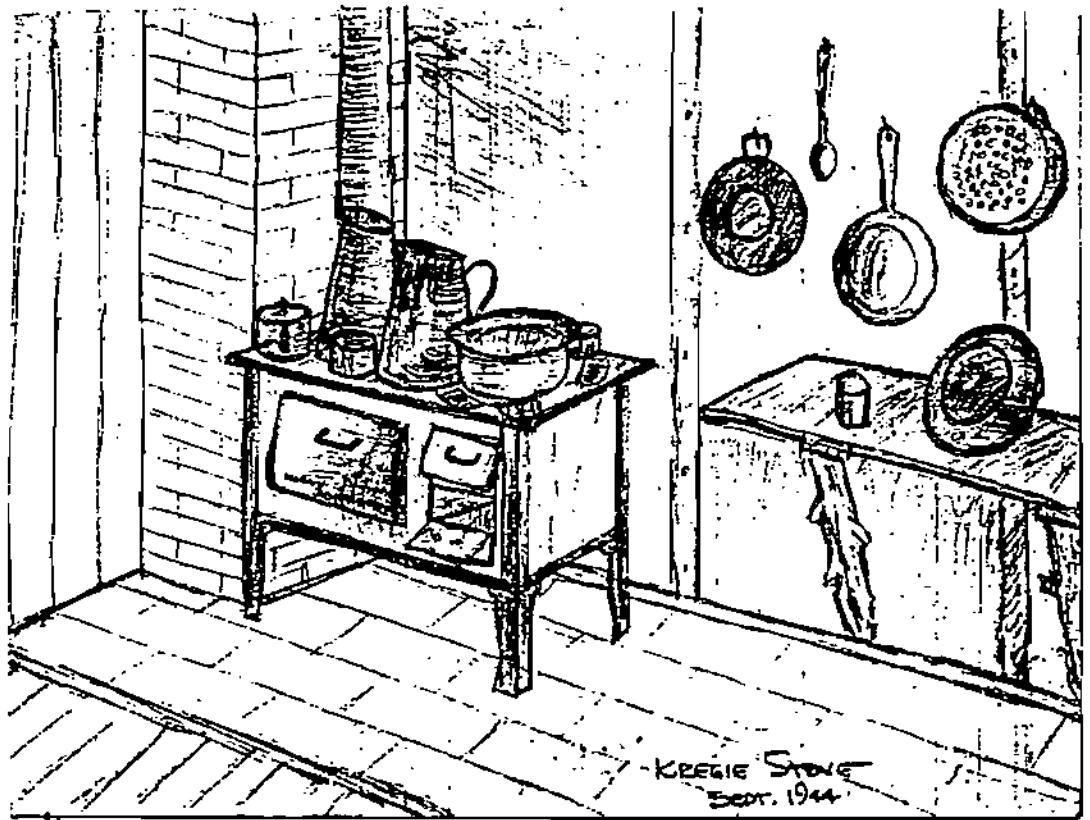
<b>NAME</b>	<b>DATE</b>	<b>DESTROYED</b>	<b>PROBABLE</b>	<b>DAMAGED</b>
SMITH, William W.	12/31/43	ME109		
	05/19/44	ME109		
SNEAD, Harry R. Jr.	10/01/43	ME109		
SPEAR, Milford L.	03/08/43	FW190		
	05/14/43	FW190		
SPURGEON, Dean	05/29/44	ME109		
STINE, Ralph J.	02/24/44	FW190		
STINE, Robert J.	05/14/43		FW190	
STOROVICH, Robert D.	10/01/43	ME109		
SWEENEY, George Jr	04/22/44	ME109		
TERWEY, Alphonse J.	08/01/43	ME109		
	12/11/43	ME109		
TRUMBO, Grover C.	10/09/43	ME109		
TUCKER, Fred G.	06/22/44		ME109	
WARD, Joe F.	01/27/43	FW190 (2)		
	02/15/43			FW190
	03/18/43	ME110		
WEATHERFORD, James W.	12/11/43	FW190		
VALOT, Harry C.	10/01/43	ME109		
	01/21/44	FW190		
VAN DER LINDE, H.	10/01/43	ME109		
VOGEL, Robert I.	08/16/43	FW190		ME109 (2)
UNKNOWN	01/14/44		1	
UNKNOWN	02/24/44	1	1	



Cologne Cathedral

# ROSTER OF PERSONNEL





These pencil sketches showing the "kitchen" of Barracks 56 at Stalag Luft III were provided by Charles Murphy, who penciled them out in August 1944 while he was a guest of the Germans after his plane was shot down at Bernberg on July 7, 1944. Charles was on his 35th mission.

The barracks was divided into two large bays with a small room at each end in which there was a small stove and a few pots and pans. In each bay, triple decker bunk beds were arranged around a large table with benches. The men lived in "combines" made up of 14 - 18 men each and there were six combines to each bay. Each combine was allowed 45 minutes a day to prepare their own food.

Due to the Russian advance, the prisoners were moved to another camp in January 1945 named Stalag VII B. The conditions were much worse at this camp where the men remained until April 29, 1945 when Patton's Third Army liberated them.

68TH SQUADRON ROSTER



*Abrahamson (sp.)*

*No*

*17*

*30*

*No*

*34*

*JES*

*7*

NAME/POSITION	REMARKS
Abehouse, Howard L. Gunner 31333379	Joined Sqd 3/5/44 Trans to 66th 7/1/44. (Torell)
Aberjanian, Abie Engineer	Joined Sqd 7/6/44. Completed Tour 12/31/44. (Van Dyke)
Abeyta, Issac Sgt 18068133	ETO/Queen Mary 9/5/42. Home/Queen Mary 6/16/45. <sup>2</sup> <i>POW 10/1/43</i>
Abrahamian, Vanig V. Engineer 32738920	*** Joined Sqd 7/6/44. Completed Tour 12/11/44 Trans to ZOI 12/21/44 (Zerman)
Abrahamson, ERNEST Engineer	Joined Sqd prr to 9/44 Completed Tour 1/12/45. (Washburn)
Abrahamson, Ernest Prop Speclst 39382040	*** Joined Sqd 5/14/42. ETO/Queen Mary 9/5/42. Home/Queen Mary 6/16/45
Ackerman, Trent Pilot 0-523555	*** Joined Sqd 11/10/44. Completed 28 missions. Retrn'd to ZOI 5/30/45. Flew 42-95001 Home
Ackley, Gordon E. Gunner 17035928	Joined Sqd 6/19/43. DS/Bengahzi 6/26/43. Retrn'd to Base 8/26/43. DS/Tunis 9/16/43. WIA Wiener-Neustadt 10/1/43. Retrn'd to Base via ATC on 10/4/43 (Kessler)
Adams, Carl E. Gunner 34735355	Joined Sqd 8/16/44. KIA Leverkusen-10/18/44. (Lehnhausen, E.)
Adams, John C. Navigator 0-726963	Joined Sqd 8/3/42. ETO/Flight Echlon 10/2/42 Trans. prior to 6/26/43. (Phillips)

NAME/POSITION	REMARKS
Adams, Victor J. Gunner 32323720	Joined Sqd 10/24/43. KIA Escalles Sur Buchy on 1/21/44 (Mathisen)
Addington, Zachary T. Cpl (862) 19109554	Trans/ 506th 6/14/44 Home/Queen Mary 6/16/45
Adkins, Alfred Ordnance 35211447	ETO/Queen Mary 9/5/42. Retrn'd to ZOI 5/22/45 Flew home in 44-50512
Ager, Robert L. Pilot 0-727956	Joined Sqd 8/3/42. ETO/Flight Echlon 10/2/42 WIA Abbeyville 12/6/42. DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Trans to Group Hdqtrs. POW Escalles Sur Buchy on 1/21/44 (Cookus)
Alba, 1st Lt	Joined Sqd ? Trans to 8th AF Hdqtrs.on 6/9/44
Albano, Constantino J. T6 32676410	Joined Sqd 11/25/44 Trans/12th RCD 2/20/45
Albano, Robert L.	Trans/Infantry 2/25/45
Alberta, Donald H. Bombardier 0-762880	Joined Sqd 7/8/44. INT Switzerland <del>7/21/44</del> Down at Oberpfaffenhofen Retrn'd to Base 10/7/44. (Tofte) <i>OK</i>
Alcorn, Robert W.	ETO/Queen Mary 9/5/42. Home/Queen Mary 6/16/45
Alcott, William H. Cook EMCM 12034123	ETO/Queen Mary 9/5/42. Home/Queen Mary 6/16/45
Alderman, Elmer M. Navigator 0-712745	Joined Sqd 6/23/44 Completed Tour 2/9/45. (Borah)

\*\*\* Denotes Current Address

**68TH SQUADRON ROSTER**

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Aldridge, John W.</b> Bombardier	Joined Sqd 7/8/44. Trans/458 BG 8/13/44. (Bravakis)		Retrn'd the ZOI 5/21/45 Flew home in 42-51704 (Crump)
<b>Alexander, Charles J.</b> Gunner 20310432	Joined Sqd 4/14/44. Busted 7/16/44. Completed Tour 8/17/44. Trans/12th RCD 8/23/44. (Peretti)	<b>Alonzo,</b> Gunner	Joined Sqd ? Completed Tour 8/2/44. Trans/12th RCD 8/17/44
<b>Alexander, David W.</b> Pilot 0-376286	*** Joined Sqd 3/16/43. DS/Bengahzi 6/26/43. Retrn'd to Base 8/26/43. DS/Tunis 9/16/43. Retrn'd to Base 10/12/43 Completed Tour 8/10/44. Trans to 93 CBW 4/28/44 DSD Heart Attack 9/1/85	<b>Altemus, William B.</b> Pilot T-146 0-2045026	Joined Sqd 6/19/43. DS/Tunis 9/16/43. Retrn'd to Base Via ATC on 10/4/43 Promoted/2nd Lt 2/18/44 KIA Brunswick 4/8/44.
	5 Dec 43	<b>Alvarez, Rafael C.</b> 34209581	ETO/Queen Mary 9/5/42. Paris leave 4/5/45 Home/Queen Mary 6/16/45
<b>Allbright, Lloyd V.</b> Gunner 35360530	Joined Sqd 9/21/43. EAC ME109 Probable 10/9/43. WIA Bremen 11/13/43. Retrn'd to combat 2/4/44 WIA Creil 6/27/44. Trans/4210 Hosp. 7/10/44. Retrn'd to Sqd 7/17/44 Trans to 12th RCD 7/25/44 (Anderson, A)	<b>Amick, Kenneth C.</b> Engineer 35654732	Joined Sqd 2/19/45. Retrn'd to ZOI 5/21/45 Flew home in 44-49425 (Roberts)
<b>Allen, Charles N. Jr</b> Bombardier 0-697977	Joined Sqd 3/5/44. Completed Tour 8/17/44. Trans/8th AFRD 8/17/44 (Principe)	<b>Anderberg, John R.</b> Radio Operator 16091512	Joined Sqd 6/19/43. DS/Bengahzi 6/26/43. Retrn'd to Base 8/26/43 DS/Tunis 9/19/43 Retrn'd to Base via ATC on 10/4/43 Completed Tour 5/25/44 Trans/8th AFRD 8/17/44 (Gildart)
<b>Allen, James W.</b> A.M.	*** Joined Sqd 6/14/44. Home/Queen Mary 6/16/45 Stroke 1988	<b>Anderson, Arthur R.</b> Pilot 0-674438	Joined Sqd 9/21/43 One wheel C/L 11/13/43
<b>Allen, Milford W.</b> Pvt 35797156	*** Trans from 50th Sta (606) Comp on 6/14/44 Trans 12th RCD 2/20/45	<b>Anderson, Carl A. Jr</b> Gunner 39038196	Trans frm 492 BG 8/13/44 Trans to 12th RCD 9/15/44 (Bridges)
<b>Allen, Richard E.</b> Radio Operator 32456988	Joined Sqd 10/10/43. POW Escalles Sur Buchy on 1/21/44 (Mathisen)	<b>Anderson, Clarence M.</b> Tech Supply 12057355	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Almonia, Vincent</b> Pilot 0-831074	Joined Sqd 12/20/44. Crashed on Take-off 3/22/45 A/C 42-50427 V Puritanical Witch	<b>Anderson, John R.</b> Pilot 0-726429	Joined Sqd 6/2/44 INT Switzerland 7/21/44 Down at Oberpfaenhofen Retrn'd to Base 2/15/45 Retrn'd to ZOI 3/15/45

\*\*\* Denotes Current Address

**68TH SQUADRON ROSTER**

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Anderson, Ned L.</b> Pilot            0-718838	Joined Sqd 11/20/44 Retrn'd to ZOI 5/28/45 Flew 42-51224 Home	<b>Arnold, Ernest F.</b> Engineer        17035780	Joined Sqd 10/26/44 KIA Kaiserslautern 12/28/44 (Bledsoe) AMC Plot F, Row 2, Grave 82
<b>Andreozzi, Nunzio</b> Cpl (911)        11096979	Retrn'd ZOI 5/22/45 Flew home in 44-49387	<b>Aronoff, Arthur</b> Navigator        0-2075088	Joined Sqd 2/19/45 Retrn'd to ZOI 5/21/45 Flew home in 44-49425 (Roberts)
<b>Aragon, Paul</b> Gunner            39118380	Joined Sqd 7/27/44 Completed Tour 12/11/44 Trans to ZOI 12/21/44 (Liebrick)	<i>Ashley, Clarence E?</i> <b>Atchley, Monroe A.</b> Fire Fighter    3557983	KIA Plane Crash
<b>Areford, Daniel G.</b> Gunner	Joined Sqd 9/5/43 WIA Heliogoland 10/4/43 (Marcoullier)	<b>Austin, William R.</b> Navigator        0-814215	*** Joined Sqd 3/18/44 Training Off Completed Tour 11/6/44 (Edmonson)
<b>Armour, Samuel A. Jr</b> Navigator        0-701542	*** Joined Sqd 7/6/44 DS/Inst.Trng 12/3/44 Completed Tour 11/29/44 with 35 missions Trans to ZOI 4/12/45 (Kohler)	<b>Averill, William M. Jr</b> Navigator        0-685360	Joined Sqd 1/31/44 Completed Tour 5/25/44 Volunterred for 2nd Tour 30 day furlough at home on 6/4/44 Trans to AAF RC 10/15/44 (Krebs)
<b>Armstrong, George</b> Pilot	(Shannon) ✓	<b>Ayers, John T.</b> Bombardier     0-734779	Joined Sqd 6/19/43 KIA Ploesti, 8/1/43 (Gentry)
<b>Arnett, Marion L.</b> Gunner            39697939	Joined Sqd 2/4/45 Retrn'd to ZOI 5/21/45 Flew home in 42-51704 (Crump)		
	<b>B</b>		
<b>Baba, Jack</b> Ordnance        36317513	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45 DSD Cancer 3/9/73	<b>Bagdonas, Alfred A.</b> Crew Chief      13027664	*** ETO/Queen Mary 9/5/42 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Trans/66th 3/10/44 Trans frm 66th 3/12/44 Retrn'd to ZOI 5/21/45 Flew home in 44-50536
<b>Babick, Andrew F.</b> Nose Turret     36225989	Joined Sqd 1/29/44 DS/49th Sta.Hosp.3/30/44 INT Sweden (Tutow) 4/9/44 Retrn'd to Base 10/13/44 (Palmer)	<b>Bailey, Victor Jr.</b> Navigator        T-124396	Joined Sqd 10/25/44 Trans/8th Hdqtrs 2/18/45 (Dolan)
<b>Babin, Leslie J.Jr</b> Engineer         18134873	*** Joined Sqd 6/2/44 INT Switzerland 7/21/44 Down at Oberpfaffenhofen Retrn'd to Base 2/15/45 Retrn'd to ZOI 3/15/45 (Anderson, J.)		

\*\*\* Denotes Current Address



**68TH SQUADRON ROSTER**

<b>NAME/POSITION</b>	<b>REMARKS</b>	<b>NAME/POSITION</b>	<b>REMARKS</b>
<b>Baker, James R.</b> Engineer 36483606	Joined Sqd 9/13/44 Retrn'd to ZOI 5/30/45 (Gillespie)	<b>Banning, Charles E.</b> Gunner 12012298	Joined Sqd 2/28/44 EAC ME109 Damaged 6/22/44 WIA Bernberg 7/7/44 KIA Munich 7/11/44 AMC Wall of Missing (Bonnet)
<b>Baker, Lanning C.</b> Engineer 35350340	*** Joined Sqd 6/19/43 BS/Bengahzi 6/26/43 Retrn'd to Base via ATC on 10/4/43 DS/Tunis 9/16/43 POW Brunswick 4/8/44 Retrn'd 5/8/45 (Altemus)	<b>Banta, Jack O.</b> Gunner 20833913	*** Joined Sqd 10/14/42 EAC FW190 Destroyed 3/18/43 EAC ME110 Probable 3/22/43 DS/Bengahzi 6/26/43 Completed Tour 8/22/43 Retrn'd to Base 8/22/43 Retrn'd to ZOI 8/24/43 DSD Cancer (1976) (Phillips)
<b>Balaski,</b> Ordnance	Home/Queen Mary 6/16/45	<b>Barber, Irving A.</b> Gunner 35252458	Joined Sqd 3/5/44 Completed 31 missions Completed Tour 8/17/44 Trans/12th RCD 8/23/44 (Principe)
<b>Balazs<sup>o</sup>vich, Michael J.</b> Gunner 33014249	Joined Sqd 3/16/43 WIA Kiel 5/14/43 EAC FW190 Destroyed 5/14/43 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Completed Tour 6/29/44 Trans to 12th RCD 6/29/44 (Alexander)	<b>Barger, George W.</b> Radar Navigator 0-776857	Trans frm 392 BG 1/25/45 Trans to 392 BG 2/19/45
<b>Baldwin, William H.</b> Ordnance (911) 39022667	ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/28/45 Flew home in 42-51224	<b>Barger, Otto H.</b>	***
<b>Balides, Theodore</b> Radar Navigator 0-712478	Trans frm 392 BG 1/25/45 Trans/392 BG 2/19/45	<b>Bargeman, Allen G.E.</b> Bombardier 0-730765	Joined Sqd 3/16/43 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 Completed Tour 9/5/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 (Alexander)
<b>Ball, (Maybe Bell) Lt</b>	Joined Sqd 1/31/44	<b>Barker, William H.</b> Navigator 0-744824	Joined Sqd 9/21/43 Completed Tour 3/15/44 (Anderson, A.)
<b>Balla, Wallace J.</b> Pilot 0-819292	*** Joined Sqd 7/6/44 Completed Tour 1/12/45 (Van Dyke)	<b>Barlow, Archie R. Jr.</b> Engineer 14151313	*** Joined Sqd 10/5/43 MIA Escalles Sur Buchy on 1/21/44 Stayed With French Underground until 4/23/44. INT Spain to 5/31/44 Retrn'd to London 6/1/44 Retrn'd to Base 6/4/44 (Howington)
<b>Ballangrud, Norris S.</b> Pilot 0-681300	Joined Sqd 10/10/43 KIA Escalles Sur Buchy on 1/21/44 (Mathisen)		
<b>Balz, Frank E.</b> Line Chief 6949175	*** ETO/Queen Mary 9/5/42 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Home/Queen Mary 6/16/45		

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**68TH SQUADRON ROSTER**

NAME/POSITION	REMARKS
Barlow, David A. Bombardier	Joined Sqd <sup>5/10/43</sup> 10/5/43 Completed Tour 8/17/44 Trans/12th RCD 8/23/44 (Smith)
Barnes, Harold A. Gunner 31283540	*** Joined Sqd 5/29/44 Completed Tour 9/8/44 (Knablein)
Barnes, Jack C. Base Service	Home/Queen Mary 6/16/45
Barrett, Robert V. (853) 11087157	*** Retr'n'd to ZOI 5/28/45 Flew home in 42-51108
Barnett, Ordnance	DS? 5/23/44 Retr'n'd to Base 5/29/44 Home/Queen Mary 6/16/45
Barnett, John P. Gunner 12025537	Trans frm 492 BG 8/13/44 Trans/12th RCD 9/15/44 (Bridges)
Barthart, Elvin L. Pilot 0-821198	Joined Sqd 6/23/44 Completed Tour 1/8/45
Barr, Glenn L. Gunner 17115979	Joined Sqd 5/29/44 Completed Tour 9/8/44 (Knablien)
Barr, James P. Cpl 35275412	Reclass/256 on 2/11/45 Home/Queen Mary 6/16/45
Barron, Ralph S. Crew Chief 14060335	*** ETO/Queen Mary 9/5/42 DS/Benghazi 6/26/43 Retr'n'd to Base 8/26/43 DS/Tunis 9/16/43 Retr'n'd to Base 10/12/43 Retr'n'd to ZOI 5/30/45 Flew home in 42-95001
Barry, Warren H. Pilot 0-678992	Joined Sqd 3/15/44 POW Brunswick 4/8/44 <i>3rd mission</i>
Bartel, Stockton R. Pilot 0-680695	Joined Sqd 9/21/43 (Anderson, A.)
Barth, David Gunner 42069644	Joined Sqd 10/26/44 KIA Kaiseralatern 12/28/44 (Bledsoe)

NAME/POSITION	REMARKS
Barton, Edward J. Gunner 12083456	*** Joined Sqd 7/8/44 Completed Tour 11/10/44 (Mondloh)
Barton, Glenn L. Gunner 39255716	Busted 8/4/44
Bartos, Steve Pvt	Joined Sqd 8/16/44 Home/Queen Mary 6/16/45
Bass, Jack W. Adjutant 0-599576	Joined Sqd 7/1/42 ETO/Queen Mary 9/5/42 Trans out Sqd 11/5/43
Bauc, Anton <i>R</i> Fire Fighter 36658870	Recieved/Soldiers Medal on 6/4/44
Bauman, Francis A. Radio Operator 39020115	ETO/Queen Mary 9/5/42 DS/Benghazi 6/26/43 Retr'n'd to Base 8/26/43 DS/Tunis 9/16/43 KIA Wiener-Neustadt 10/1/43 (Whitaker)
Baumgardner, Bert E. Radio Operator 35464772	Joined Sqd 10/25/44 Home/Queen Mary 6/16/45 (Dolan)
Baumgartner, Ray F. Sqd Hdqtrs 39682540	*** Home/Queen Mary 6/16/45
Baxter, John A. Navigator 0-709464	Completed Tour 10/2/44 Retr'n'd to ZOI 5/22/45 Flew home in 44-50512 (Comstock)
Baxter, Reno E. Armament (911) 33297899	Joined Sqd 3/30/44 Retr'n'd to ZOI 5/21/45 Flew home in 42-51224
Baxter, Robert C. Navigator 0-699976	Trans/70th RCD 8/13/44 (Bridges)
Beamer, John O. (683) 36506711	Retr'n'd to ZOI 5/28/45 Flew home in 42-52643
Bean, Lt	Joined Sqd 8/3/42 Trans prior 8/15/42
Bearnes, James W. 15066446	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45

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**68TH SQUADRON ROSTER**

<b>NAME/POSITION</b>	<b>REMARKS</b>	<b>NAME/POSITION</b>	<b>REMARKS</b>
<b>Beatty, Charles R.</b> Lt                    0-727301	Joined Sqd 8/3/42 Trans to Group 8/15/42	<b>Bengston, Clifford</b> Gunner            36457309	*** Joined Sqd 1/4/45 Retrn'd to ZOI 5/21/45 Flew home in 44-50536 (Warner)
<b>Beaver, Harold D.</b> Armament        35259206	*** ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45 DSD 1985	<b>Benjamin, Wilbur C.</b> Navigator	Joined Sqd 2/17/44 Completed Tour 6/12/44 (Gildart)
<b>Beckingham, Richard E.</b> Pilot              0-705102	Trans frm 459 BG on 11/19/44 Completed Tour 3/30/45	<b>Berger, William</b> Engineer          12185465	Trans frm 492 BG 8/13/44 Trans/8TH AFRD 8/25/44 (Bridges)
<b>Bell, Edgar T.</b> Bombardier      0-1824539	Joined Sqd 1/22/45 Retrn'd to ZOI 5/21/45 Flew home in 44-50755 (Kiggins)	<b>Bergh, Norman P.</b> Engineer          16020637	Joined Sqd 5/29/44 Completed Tour 9/8/44 Trans/12th RCD 9/15/44 DSD 1960 (Knablien)
<b>Bell, Phillip W.</b> Pilot              0-742832	*** Joined Sqd 1/31/44 EUS Gotha 2/24/44 2nd mission.	<b>Berkowitz, Samuel I.</b> Navigator         0-695857	*** Joined Sqd 4/9/44 INT Sweden (Poltiz) 5/29/44 Retrn'd to Base 10/28/44 DSD January 1984 (Foy)
<b>Bellard, Harold J.</b> Navigator        0-675984	Joined Sqd 7/10/43 DS/Bengahzi via ATC on 7/18/43 Retrn'd to Base 9/14/43 DS/Tunis 9/16/43 Retrn'd to Base via ATC on 10/4/43. KIA Brunswick 4/8/44 (Altemus)	<b>Bernstein, David G.</b> Gunner            39234569	Joined Sqd 3/16/43 EAC ME109 Destroyed 5/14/43 DS/Bengahzi 6/26/43 KIA Lecce 7/2/43 (Garrett)
<b>Belskey, George</b> Gunner            33300775	Joined Sqd 12/8/43 WIA Bernberg 7/7/44 KIA Munich 7/11/44 (Bonnet) AMC Wall of Missing	<b>Berry, Edward J.</b> Gunner            38539408	Joined Sqd 7/6/44 Trans/66th 8/7/44 (Van Dyke) DSD
<b>Belyeu, Darrell D.</b> A.M.              18052616	ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/30/45 Flew home in 42-95001	<b>Berry, Lewis B.</b> Crew Chief        6991662	ETO/Queen Mary 9/5/42 Dusseldorph leave 5/13/45 Retrn'd to ZOI 5/28/45 Flew home in 42-51224
<b>Bena,</b> PFC	Joined Sqd 6/14/44 Home/Queen Mary 6/16/45	<b>Bessie, Wilson P.</b> Gunner            38194491	Joined Sqd 7/10/43 DS/Bengahzi via ATC on 7/14/43 Retrn'd to Base 9/14/43 DS/Tunis 9/16/43 Retrn'd to Base via ATC on 10/4/43. KIA Bremen 12/16/43 (Crash landed on Coast) (Jones) AMC Plot E, Row 0, Grave 43 *** Denotes Current Address
<b>Bender, Carl E.</b> Ordnance        20326588	ETO/Queen Mary 9/5/42 DS/Tunis 9/16/43 Retrn'd to Base via ATC on 10/4/43 Trans 2/27/44		
<b>Bender, Gilman W.</b> Gunner	Trans 2/28/44		

## 68TH SQUADRON ROSTER

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Bettley, Conrad R. Jr</b> Radar 11113894	Joined Sqd 6/2/44 KIA Leverkusen 10/18/44 (Dayball)		Left Gibraltar 3/30/44 Retrn'd to Base 4/14/44 Orders to ZOI 4/14/44 (Howington)
<b>Beverly, Paul E.</b> Gunner 18045226	Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 KIA Abbeyville 12/6/42 (Dubard)	<b>Blasable,</b> Cpl	Joined Sqd prr 6/9/44 Home/Queen Mary 6/16/45
<b>Bibiano, Manuel</b> Eng Clerk 18068240	*** ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	<b>Blaschke, August L.</b> Sgt Major 18101868	ETO/Flight Echlon 10/2/42 DS/Tunis 9/16/43 Retrn'd to Base via ATC on 10/4/43 Retrn'd to ZOI 5/30/45 Flew home in 44-42189
<b>Billingsley, Robert J.</b> Pilot 0-697387	Joined Sqd 4/21/44 WIA Mayennville 4/27/44 DS to Oxford 6/13/44 Suspended/flying 1/22/45 Completed Tour 2/6/45 Trans/70th RCD 2/6/45 (Duerell)	<b>Blatchely, Charles E.</b> Bombardier 0-716703	*** Joined Sqd 6/23/44 DS/Belgium 11/30/44 Completed Tour 1/1/45 Trans/70th RCD 1/13/45 (Kay)
<b>Billman, Robert J.</b> Engineer 37137220	*** Joined Sqd 5/3/42 ETO/Flight Echlon 10/2/42 Possibly Trans/389 BG Prior to 6/20/43 Discharged 10/22/45 (Erwin)	<b>Blau, Louis C.</b> Pilot 0-334551	Joined Sqd 8/3/42 Trans prr to 8/15/42
<b>Bilozur, F.P.</b> Armament	Trans/50th Comp.4/30/44	<b>Bledsoe, Jesse W.</b> Pilot 0-718848	Joined Sqd 11/20/44 KIA Kaiserslautern 12/28/44 AMC Plot D, Row 2, Grave 43
<b>Bizonell,</b> Cpl	Joined Sqd prior 6/9/44 Home/Queen Mary 6/16/45	<b>Bledsoe, John D.</b> Navigator 0-726990	*** Joined Sqd 10/14/42 ETO/Queen Mary 9/5/42 EAC ME109 Probable 3/22/43 POW Kiel 5/14/43 (Howell)
<b>Black, John C.</b> Gunner 12180960	Trans frm 66th 8/3/44 Completed Tour 11/10/44	<b>Bloomfield, Phillip J.</b> Gunner 12067159	Joined Sqd 4/10/42 ETO/Queen Mary 9/5/42 KIA Wilhelmshaven 1/27/43 (Sullivan)
<b>Blair, Edward O.</b> Engineer 15015327	Joined Sqd 3/2/44 Bailed Out 7/4/44 Completed Tour 7/7/44 DS to 1287 MP 7/9/44 Trans to ZOI 8/9/44 (Schaefer)	<b>Blue, Fred E. Jr</b> Radio Operator 31304708	Joined Sqd 6/23/44 DS/Belgium 11/30/44 Completed Tour 12/5/44 (Kay) <i>LEIBRICK</i>
<b>Blair, Robert O.</b> Base Service 39021161	*** ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45 DSD 1986	<b>Blumenthaler, George W.</b> Navigator 0-801115	Prior to Joining Sqd. KLD Bicycle accident 10/43 (Rose)
<b>Blakley, Charles W.</b> Gunner 39831745	*** Joined Sqd 10/5/43 WIA Emdem 12/11/43 EVD Escalles Sur Buchy on 1/21/44	<b>Bodak, Mathew</b> A.M. 12167415	Joined Sqd ? Retrn'd to ZOI 5/28/46 Flew home in 42-51108

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Boggs, Earle E.</b> Gunner 18162569	*** Joined Sqd 10/5/43 EAC FW190 Damaged 12/11/43 POW Escalles Sur Buchy on 1/21/44 Retrn'd to Base (Howington)	<b>Bolza, Michael</b> Ordnance 33065501	*** ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/22/45 Flew home in 44-50512
<b>Boggs, Roy M.</b> Pilot 0-705297	*** Joined Sqd 8/3/44 Completed Tour <del>5/28/45</del> Retrn'd to ZOI 5/28/45 Flew 42-52643 Home	<b>Boncher, Leo W.</b> Gunner 36893235	Joined Sqd 12/23/44 Completed Tour 4/18/45 Retrn'd to ZOI 5/28/45 Flew home in 44-40276 (Garbade)
<b>Bogue, John R.</b> Gunner 31428133	*** Joined Sqd 11/10/44 Completed 28 missions Retrn'd to ZOI 5/30/45 Flew home in 42-95001 (Ackerman)	<b>Bonnet, Alfred D.</b> Pilot 0-805387	Joined Sqd 2/28/44 INJ Munich 7/11/44 Rescued/British Destroyer Trans to ZOI 8/9/44
<b>Bohnisch, Carl A.</b> Pilot 0-735031	Joined Sqd 12/2/43 KIA Siracourt 2/5/44	<b>Bonnisch, John</b> Gunner	
<b>Boileau, John</b> Radio Operator 32951768	Joined Sqd 2/19/45 Retrn'd to ZOI 5/21/45 Flew home in 44-49425 (Roberts)	<b>Borah, John J.</b> Pilot 0-821397	Joined Sqd 5/23/44 Completed Tour 2/10/45 Trans/70th RCD 2/13/45
<b>Bolick, Carl C.</b> Pilot	Joined Sqd 8/7/43 Grounded 1/13/44 (Martin)	<b>Borshofsky, Isidor</b> Gunner 32703709	Joined Sqd 7/6/44 Trans/66th 8/7/44 (Harrocks)
<b>Bolick, Sidney R.</b> Pilot T-190523 0-2045052	*** Joined Sqd 3/16/43 DS/Station 115 12/12/43 Retrn'd to Base 12/19/43 Promoted/ 2nd Lt. 2/19/44 EAC ME109 Destroyed 2/24/44 INT Friedrichshafen 3/18/44 Retrn'd to Base 10/13/44 (Nichols)	<b>Bostwick, Robert A.</b> Gunner 12219539	Joined Sqd 8/2/44 Completed Tour 12/5/44 Trans/70th RCD 1/13/45
<b>Bollero, Ludwig L.</b> Cpl (853) 36630214	Joined Sqd 11/23/44 Retrn'd to ZOI 5/22/45 Flew home in 42-51965	<b>Boucher, Robert F.</b> Gunner 31268674	Joined Sqd 7/8/44 Completed Tour 11/10/44 (Mondloh)
<b>Bolonas, Robert J.</b> Painter 36323347	ETO/Queen Mary 9/5/42 Busted 8/23/44 Home/Queen Mary 6/16/45	<b>Bowden, Edward F.</b> Gunner 14002158	*** Joined Sqd 3/31/43 <i>(Holmes)</i> EAC FW190 2 Destroyed 5/14/43 DS/Benghazi 6/26/43 Completed Tour 8/22/43 Retrn'd to Base 8/22/43 Retrn'd to ZOI 8/24/43 Retrn'd to Combat 4/23/44 for 2nd Tour (Phillips)
<b>Bolton, William B.</b> 18049425	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	<b>Bowen, T.J.</b> Ordnance	Retrn'd from DS 2/13/45 Home/Queen Mary 6/16/45
		<b>Bowery, James W.</b> Gunner 13034684	ETO/Queen Mary 9/5/42 Trans/17th RCD 8/28/44
		<b>Bowinski,</b> Bombardier	Joined Sqd 4/9/44 (Foy)

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Bowman, Sam H. III</b> Pilot 0-742276	Joined Sqd 2/11/44 Crshd Heaven Can Wait 3/1/44 Completed Tour 7/11/44 Trans/12th RCD 7/16/44	<b>Brantfort, Porter M.</b> Engineer 37497748	Joined Sqd 5/21/44 Completed Tour 8/13/44 Trans/12th RCD 8/23/44 (Ricketts) DSD
<i>Last H/B/44 mission as 1st Pilot</i> <b>Bowyer,</b> Gunner	Joined Sqd 12/2/43 (Williams)	<b>Braswell, Homer H.</b> Armament Gunner 14105559	Trans to Combat 7/28/44 KIA Langerhagen 8/24/44 Wounded couldn't Bail Out (Dittmer)
<b>Bowyer, Robert H.</b> Bombardier 0-733519	Joined Sqd 6/19/43 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Completed Tour 8/17/44 (Marcoullier)	<b>Bravakis, Theodore J.</b> Pilot 0-791065	Joined Sqd 7/8/44 Trans/458th BG 8/13/44 Completed Tour 3/15/45
<b>Boxyer, ?</b> 1st Lt	Trans to 348 BG 5/30/44	<b>Bray, Robert S.</b> Gunner 39011105	Joined Sqd 12/2/43 POW Brunswick 4/8/44 Retrn'd (Townsend)
<b>Boyer, James F. Jr.</b> Crew Chief 15067788	*** Joined Sqd 4/1/42 ETO/Queen Mary 9/5/42 DS Scotland 4/1/43 Trans/506th 5/12/43	<b>Breedlove, Bailey O.</b> Engineer 14188385	Joined Sqd 5/22/44 Completed Tour 8/17/44 Trans/70th RCD 2/14/45 (Ford)
<b>Boyette, Donald</b> Bombardier 0-716826	*** Joined Sqd 7/27/44 Completed Tour 11/21/44 Retrn'd to ZOI 12/21/44 (Kelly)	<b>Breedlove, Edwin N.</b> Engineer	Joined Sqd 4/14/44 Completed Tour 8/17/44 (Ford)
<b>Brackett, Robert E.</b> Bombardier 0-701551	*** Joined Sqd 5/21/44 Completed Tour 8/13/44 Trans/8th AFRD 8/25/44 (Ricketts)	<b>Breman, Joseph R.</b> Gunner 35473162	Trans/ 392 BG 10/5/43 DS/1287 MP 5/28/44 Retrn'd DS 5/30/44 Completed Tour 10/2/44 Trans/70th RCD 10/3/44 (Meador)
<b>Brandon, Frank</b> Gunner	EAC FW190 Destroyed 5/19/44 Trans/12th RCD 8/19/44	<i>BRENNAN?</i> <b>Brennan, Albert J.</b> Gunner 11089766	Joined Sqd 3/24/44 <del>KIA Berlin 4/29/44</del> (Sweigart)
<b>Brandon, Gordon G.</b> Gunner 18090498	*** Joined Sqd 10/5/43 EAC ME110 Destroyed 10/9/43 EAC JU 88 Probable 10/9/43 EAC FW190 Destroyed 5/19/44 Completed Tour 7/8/44 7/16 Retrn'd to ZOI 7/29/44 DSD 1985 (Slaughter)	<b>Breon, Richard M.</b> Radio Operator	Joined Sqd 5/11/44 Completed Tour 8/17/44 Trans/12th RCD 8/23/44 (Gayman)
<b>Brandon, William H.</b> Gunner	Joined Sqd 10/5/43 Completed Tour 8/2/44 Trans to ZOI 8/9/44 (Slaughter)	<b>Brewster, Michael</b> Engineer	Joined Sqd 4/20/44 Completed Tour 4/20/45 (Soloman)
		<b>Brewster, Myron R. Jr</b> Bombardier 0-708065	*** Joined Sqd 7/27/44 Completed Tour 1/17/45 (Liebrich)

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Bridges, Willie</b>			Trans/2 CCRC 7/25/44
<b>Bridges, Wyman M.</b> Pilot 0-807676	Trans frm 492 BG 8/13/44 DS/BADA 9/4/44 Trans/12th RCD 9/16/44	<b>Brown, Paul R.</b> Gunner 17015847	Joined Sqd 2/7/44 Completed Tour 2/6/45 (Duarell)
<b>Brignac, Marion J.</b> Medic 14058922	ETO/Queen Mary 9/5/42 Trans to Group 10/14/44	<b>Brown, Richard M.</b> Engineer	Joined Sqd 5/22/44 Trans/12th RCD 8/13/44
<b>Brnilovich, Alexander G.</b> Bombardier T-123122 0-1895847	***Joined Sqd 4/21/44 Completed Tour 11/13/44 Trans/ 70th RCD 12/13/44 (Parks)	<b>Brown, Robert A.</b> Pilot T-61250 0-547405	Joined Sqd 4/9/44 ✓ Promoted/2nd Lt. 4/25/44 INT Sweden 5/29/44 Down on Politz Retrn'd to ZOI 8/13/44 (Foy)
<b>Brockwell, Marshall F.</b> Fuel Truck	Joined Sqd 4/17/44 Trans/464 Depot 7/1/44 DSD Heart Attack 1964	<b>Browning, Albert E.Jr</b> Gunner 36593040	*** Joined Sqd 7/8/44 INT Switzerland 7/21/44 Down at Oberpaffenhofen (Tofte)
<b>Bronsetter, Lt</b>	Joined Sqd 8/3/42	<b>Brownstein, Murray</b> Sqd Supply 12037820	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Brooker, David C.</b> (756) 14061655	ETO/Queen Mary 9/5/42 Paris leave 4/3/45 Retrn'd ZOI 5/28/45 Flew home in 42-51108	<b>Bruff,</b> Navigator	Joined Sqd 4/14/44 Promoted 1st Lt 7/6/44 Trans/8th AFRD 8/12/44 (Ford)
<b>Brostow, Henry</b> 36317695	*** ETO/Queen Mary 9/5/42 Paris leave 4/5/45 Home/Queen Mary 6/16/45 DSD 2/27/84	<b>Bryant, George W.</b> T/SGT Crew Chief 34146071	*** ETO/Queen Mary 9/5/42 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Home/Queen Mary 6/16/45
<b>Brott, Russell F.</b> 2nd Lt	Joined Sqd 5/22/44	<b>Bryson, FRANK R</b> Gunner RADIO OPER T/SGT	Joined Sqd 9/5/43 Completed Tour 8/17/44 Trans/8th ARFD 8/17/44 (Marcouiller)
<b>Brown, Douglas H.</b> Radio Operator 31364538	Joined Sqd 11/23/44 Retrn'd to ZOI 5/22/45 Flew home in 44-50769 (Pitta)	<b>Brzozowy, Adolph E.</b> Gunner 11018046	*** Joined Sqd 10/4/42 EAC FW190 Destroyed 3/18/43 EAC FW190 Probable 3/18/43 EAC ME110 Destroyed 3/22/43 EAC FW190 Destroyed 5/14/43 DS/Bengahzi 6/26/43 WIA Lecce 7/2/43 Retrn'd to ZOI 10/11/43 (Garrett) DSD *** Denotes Current Address
<b>Brown, Harry H.Jr</b> Radio Operator 16327659	Joined Sqd 10/26/44 KIA Bingen 12/2/44 (Hobbs)		
<b>Brown, Homer E.</b> Navigator 0-676013	Joined Sqd 9/1/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Completed Tour 5/31/44 (Williams, S.)		
<b>Brown, Joseph J.</b> Pilot	Joined Sqd 8/03/43 at Bengahzi Completed Tour prr 8/1/44		

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Buckholts, John J.</b> Bombardier 0-669980	Joined Sqd 7/10/43 DS/Benghazi via ATC on 7/18/43 Retrn'd to Base 9/14/43 DS/Tunis 9/16/43 Retrn'd to Base via ATC on 10/4/43. KIA Bremen, 12/16/43 (Crash landed on Coast) (Jones)		25th mission (Larson) DSD
<b>Budarf, Peter P.</b> Radio Operator 19096652	Joined Sqd 8/3/44 Dusseldorf leave 5/13/45 Retrn'd to ZOI 5/28/45 Flew home in 42-52643 (Boggs)	<b>Burlingame, William A.</b> Pilot T-2666 0-1997881	*** Joined Sqd 8/8/44 Abandoned ship at Alasce Lorraine, France 1/21/45 Completed Tour 4/6/45 (Franks)
<b>Buford, Ivy O.</b> Cook EMCM	Trans/65th GH 11/44	<b>Burly,</b> Pilot	Joined Sqd 12/12/44 Home/Queen Mary 6/16/45 (Franks)
<b>Bunalski, Ted R.</b> Base Service 32756508	KIA Plane Crash near base <i>Bomb June 5/44</i>	<b>Burns, Robert C.</b> Gunner 17069291	Joined Sqd 5/10/44 Completed Tour 8/17/44 Trans/12th RCD 8/23/44 (Smith)
<b>Bunker, Walter S.</b> Navigator T-125663	Joined Sqd 7/8/44 Trans/4274 Hosp. 8/21/44 (Mondlob)	<b>Burton, Robert E.</b> A.M. 13042716	Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Bunter,</b> Gunner	(Lehnhausen, R.)	<b>Bury, Anthony J.</b> Radio Operator 17113388	*** Joined Sqd 10/25/44 Retrn'd to ZOI 5/26/45 Flew home in 42-50806 (Erikson)
<b>Burglund, Raymond C.</b> Navigator T-133792	Joined Sqd 1/22/45 (Kiggins)	<b>Bushy, Charles C.</b> A.M. 37016875	*** ETO/Queen Mary 9/5/42 Trans/506th 5/2/43 DSD 1976
<b>Burke, Richard M.</b> Gunner 31170058	*** Joined Sqd 6/19/43 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/19/43 EAC ME109 Destroyed 10/1/43 Retrn'd to Base via ATC on 10/4/43 Completed Tour 4/30/44 Trans/492 BG 5/4/44 (Gildart)	<b>Butler, Frederick C.</b> Navigator 0-676018	Joined Sqd 10/10/43 POW Escalles Sur Buchy on 1/21/44 Retrn'd (Sobotka)
<b>Burkhead, Donald M.</b> Bombardier 0-698312	Joined Sqd 6/2/44 Completed Tour 11/8/44 Trans/70th RCD 12/8/44 (Donald)	<b>Butler, Richard J.</b> A.M. 13044499 Gunner	Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 Trans to Combat 4/1/43 WIA Kiel 5/14/43 Retrn'd/Combat 11/6/43 EAC JU88 2 Destroyed 11/18/43 KIA Munich 7/11/44 (Ditched in Channel)(Bonnet) AMC Wall of Missing
<b>Burks, Milo B.</b> Gunner 37409588	Trans frm 66th 4/20/44 POW St. Trond 5/9/44	<b>Buzza, Arthur</b> Prop. Spclst	*** Joined Sqd Prior to 11/44 Home/Queen Mary 6/16/45

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## 68TH SQUADRON ROSTER

NAME/POSITION	REMARKS
<b>D</b>	
<b>D'Amico, Anthony</b> Gunner            38197204	Joined Sqd 6/19/43 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/19/43 KIA Wiener-Neustadt 10/1/43 (Whitaker)
<b>D'Amico, Raymond J.</b> Gunner            33588383	Joined Sqd 2/7/44 INT Sweden (Tutow) 4/9/44 Retrn'd to Base 10/13/44 (Palmer)
<b>D'Anna, Albert J.</b> Ordnance        36319140	ETO/Queen Mary 9/5/42 Reclass/511 on 2/11/45 Home/Queen Mary 6/16/45
<b>Dabney, William C.</b> Navigator        0-204418	*** Joined Sqd 4/10/43 Trans/67th 4/20/43
<b>Dagley, Kenneth D.</b> Radio Operator 11082157	Joined Sqd 6/23/44 Completed Tour 1/17/45 (Barnhart)
<b>Dakin, Howard R.</b> Ordnance        36402052	Joined Sqd 8/3/44 Retrn'd to ZOI 5/26/45 Flew home in 42-50806
<b>Daley, Wilbur H.</b> Armament (678) 13050808	*** Joined Sqd 1941 Retrn'd to ZOI 5/22/45 Flew home in 44-50512
<b>Dalton, Ralph L.</b> Ordnance        33156077	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Damon, Kenneth K.</b> Navigator        T-7028	Joined Sqd-3/15/452, - Retrn'd to ZOI 5/22/45 Flew home in 44-50512 (Comstock)
<b>Danziger, Edward W. III</b> Radio Operator 33690550	Joined Sqd 1/22/45 Retrn'd to ZOI 5/21/45 Flew home in 44-50755 (Kiggins)

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## 68TH SQUADRON ROSTER

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
Dart, Howard F. Armament 38009511	*** ETO/Queen Mary 9/5/42 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Home/Queen Mary 6/16/45	Davison, William R. 1st Sgt 13013634	Joined Sqd 6/20/42 Promoted/1st Sgt. 7/14/42 ETO/Queen Mary 9/5/42 Paris leave 3/20/45 Home/Queen Mary 6/16/45
Daume, Edward F. Gunner 11086871	Joined Sqd 4/18/44 Completed Tour 9/13/44 Trans/8th AFRD 9/15/44 (Edmonson)	Dawson, Clarence E. Pvt 14044138	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
Daughtry, Charles L. Radio Operator 38477714	Joined Sqd 7/16/44 DS/Belgium 11/30/44 Completed Tour 3/24/45 (Seever)	Dawson, Donald E. Pvt	Trans/2194 QM 8/4/44
David, Clifford A. Ordnance 14059882	ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/22/45 Flew home in 44-50512	Day, LeRoy Gunner 34829363	Joined Sqd 3/15/44 Reclass/345 2/11/45 Trans/Infantry 2/25/45
Davido, Frank Pilot 0-740007	*** Joined Sqd 6/19/43 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/19/43 Retrn'd to Base via ATC on 10/4/43 Completed Tour 11/8/44	Day, Richard T. Asst Arm Officer 0-864686	Joined Sqd prr to 3/45 Home/Queen Mary 6/16/45
Davis, Addison C. Gunner 31312747	*** Trans frm 492 BG 8/13/44 POW Kaiserslatern 12/28/44 (Konstand)	Day, Russell A. Gunner 16008549	Joined Sqd 3/15/44 POW Brunswick 4/8/44 (Barry)
Davis, Byron C. Gunner 34248774	Joined Sqd 8/16/44 KIA Leverkusen 10/18/44 (Lehnhausen, E.)	Dayball, Julian H. Pilot 0-701907	Joined Sqd 8/17/44 KIA Leverkusen 10/18/44
Davis, Herbert	***	De Berry, Samuel H. Gunner 35376177	Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 Flew/Oliphant of 67th. WIA Abbeyville 12/6/42 EAC ME109 Damaged 5/14/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Completed Tour 10/10/43 (Holmes) DSD January 1985
Davis, Richard H. Navigator 0-723022	Joined Sqd 8/17/44 KIA Leverkusen 10/18/44 (Dayball)	DeGroat, Hobart C. Armament 12050963	*** ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
Davis, Wayne B. Bombardier 0-717040	Joined Sqd 7/28/44 POW Langenhagen 8/24/44 Retrn'd after the War (Dittmer)	DeLong, Franklin E. Navigator 0-722288	Abandoned ship at Alasca Lorraine, France 1/21/45 (Franks)
		DeLong, Kenneth R. Navigator 0-722283	Joined Sqd 8/8/44 Abandoned ship at Alasca Lorraine, France 1/21/45 Completed Tour 4/6/45 (Franks)

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## 68TH SQUADRON ROSTER

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>DeLuca, Salvatore J.</b> Radio Operator 32535381	Joined Sqd 1/31/44 INT Friedrichshafen 3/18/44 Retrn'd to Base (Dyer)	<b>Delaney, William J.</b> Sqd Supply (590)36323268	*** ETO/Queen Mary 9/5/42 Reclass/590 on 3/1/45 Retrn'd to ZOI 5/28/45 Flew home in 41-10504
<b>DePew, Harry B.</b> Radio Operator 34503847	Joined Sqd 4/21/44 (Parks)	<b>Delano,</b>	
<b>DeTota, Joseph A.</b> A.M. 12057444	*** ETO/Queen Mary 9/5/42 DS/389 BG 6/22/43 INT Portugal 8/29/43 Retrn'd to Base 9/14/43 Retrn'd to ZOI 5/28/45 Flew home in 42-51224	<b>Delperuto, Domic J.</b> Gunner 12068436	Joined Sqd 1/31/44 EAC FW190 Destroyed 5/19/44 Completed tour 8/17/44 Trans/8th AFRD 8/17/44 (Krebs)
<b>DeWaters, Eugene J.</b> Engineer 32783124	*** Joined Sqd 5/10/44 Trans/4210 Hosp. 7/12/44 Completed Tour 1/28/45 (Smith) DSD 1/88	<b>Denham, Lee R.</b> Gunner 36864083	Joined Sqd 7/16/44 DS/Belgium 11/30/44 Completed Tour 3/24/45 (Seever)
<b>Deal, Manford S.</b> Gunner 36175723	Joined Sqd 8/3/42 ETO/Flight Echkon 10/2/42 KIA Wilhelmshaven 1/27/43 (O'Brien) AMC Plot C, Row 0, Grave 50	<b>Deper,</b> Lt	INT Switzerland Retrn'd to Base 10/10/44
<b>Dean, Robert L.</b> Sqd. C.O. 0-431615 Intelligence	*** Act'ng 6/4/41 thru 6/7/41 ETO/Flight Echlon 10/2/42 DS/Bengahzi 6/16/43 Retrn'd to Base 8/16/43 DS/Tunis 9/16/43 Retrn'd to Base via ATC on 10/4/43 Trans to Group	<b>Deurell, Charles U.</b> Pilot 0-885945	*** Joined Sqd 4/27/43/RCAF (Joined RCAF Aug. 1941) DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Completed Tour 7/11/44 Trans/12th RCD 7/25/44 (Alexander) DSD Heart attack 11/21/87
<b>Deavenport, Thomas G.</b> Navigator 0-443161	Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 KIA St Nazaire 1/3/43 (Erwin)	<b>Devanty, Phillip A.</b> S/Sgt 35285878	DS/Station 115 1/27/44 Retrn'd from DS 5/28/44 Trans to Hdqtrs 9/16/44
<b>DelGrande, Leon L.</b> Pilot 0-817399	Joined Sqd 3/14/44 Ship exploded 4/21/44 <u>Trans/93rd BG 5/31/44</u> Completed Tour 11/10/44 (Hovens)	<b>Devich, John E.</b> Engineer 37275604	Joined Sqd 7/28/44 POW Langenhagen 8/24/44 (Dittmer) DSD 1985
<b>Delach,</b> Bombardier	Joined Sqd 12/11/43 (Clark)	<b>Devlin, Roy M.</b> Radar Navigator 0-811468 Lt	Joined Sqd 9/1/44 DS/Station 147 10/5/44 Trans to Hdqtrs 1/14/45
		<b>Dewitt,</b> Pilot	Joined Sqd 3/1/44 C/L Belgium 12/28/44

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## 68TH SQUADRON ROSTER

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
DiPerio, Ivo F. Armament 16036207	*** ETO/Queen Mary 9/5/42 DS/Tunis 9/19/43 Retrn'd to Base via ATC on 10/4/43 DS/Great Sanky 9/23/44 Retrn'd to Base 5/21/44 DS Trng School 9/23/44 Retrn'd to Base 10/10/44 Home/Queen Mary 6/16/45	Dietz, Edward R. A.M.	Completed Tour 10/1/43 Trans to Wing 11/4/43 DSD Heart Attack 11/22/81
Diana, ALBERT J. Ordnance	Home/Queen Mary 6/16/45	Dietz, Jerome D. 37303250	*** DS/A.M. School 9/9/44 Retrn'd to Base 9/19/44
Dick, Charles S. Engineer 31033519	Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 EAC FW190 2 Destroyed 12/6/42 KIA Abbeyville 12/6/42 (Dubard)	Dietz, Lester J. Radio Operator 36417678	Joined Sqd 7/6/44 DS/Kirkam 10/7/44 Completed Tour 11/15/44 Trans to ZOI 12/15/44 (Kohler)
Dick, James A. Gunner 10600455	Joined Sqd 3/16/43 DS/Tunis 9/16/43 Retrn'd to Base 12/12/43 EAC FW190 Destroyed 2/5/44 Completed Tour 3/25/44 Trans/12th RCD 4/15/44 (Alexander)	DiGiacinto, Dante P. Gunner 33489378	Joined Sqd 8/3/44 Retrn'd to ZOI 5/28/45 Flew home in 42-52643 (Boggs) DSD Cancer 1973
Dickens, Harry Capt	Joined Sqd 12/2/43? Trans/2nd R.T.S. 2/18/44	Dimay, Roy Gunner	Joined Sqd 10/8/43 Completed Tour 8/1/44 (Brown)
Dickens, Robert C. Intellegance 0-559735	Joined Sqd 7/1/42 ETO/Queen Mary 9/5/42 DS/St Eval 6/30/43 Retrn'd to Base 7/10/43 Home/Queen Mary 6/16/45	Dimpfl, Helmut R. Pilot 0-813343	Joined Sqd 2/28/44 WIA Koblenz 7/19/44 Completed Tour 10/10/44 (Marcoullier)
Dickens, Thomas S. Jr. PFC (75?) 13116938	Retrn'd to ZOI 5/22/45 Flew home in 44-50769	Dittmer, Arthur H. Pilot 0-818843	Joined Sqd 7/28/44 KLD Langenhagen 8/24/44 Shot by the Gestapo Margarten Cemtry, Holland
Dickinson, John L. Engineer 32453614	Joined Sqd 10/10/43 KIA Escalles Sur Buchy on 1/21/44 (Mathisen)	Dobbs, Sterling L. Pilot 0-391085	*** Joined Sqd 6/2/44 Dusseldorph leave 5/13/45 Retrn'd to ZOI 5/30/45 Flew 42-109805 Home
Diehl, John H. Jr Pilot 0-427313	*** Joined Sqd 3/20/42 ETO/Flight Echlon 10/2/42 DS/Bengahzi 6/26/43 Promoted to C.O. 7/3/43 Retrn'd to Base 8/26/43	Dobrowlaci, Chester T, Engineer 32691747	Trans frm 66th 8/3/44 Completed Tour 11/8/44 Trans/70th RCD 12/5/44
		Dobson, Grover L. Gunner 6397582	Joined Sqd 8/3/44 POW Langenhagen 8/24/44 (Dittmer)

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Dolan, Charles B. Jr</b> Pilot 0-825804	Joined Sqd 9/13/44 KIA Leverkusen 10/18/44 (Lehnhausen,E,)	<b>Drake, Dudley D.</b> Pilot 0-2066507	Joined Sqd 1/4/45 Retrn'd to ZOI 5/21/45 Flew home in 44-50536 (Warner)
<b>Dolan, William A. Jr.</b> Pilot 0-828975	Joined Sqd 10/25/44	<b>Drake, Eugene</b> Gunner 39123486	Joined Sqd 8/26/44
<b>Domogola, John W.</b> Radio Operator 33756755	Joined Sqd 7/8/44 POW Langenhagen 8/24/44 (Dittmer)	<b>Drennan, Wendell</b> Armament	Home/Queen Mary 6/16/45
<b>Domme, Edward W.</b> Radar Equip. 37493555	Trans frm 392 BG 1/25/45	<b>Dressler, Ted W.</b> Radio Operator 18188057	Joined Sqd 7/21/44 Completed Tour 1/8/45 (Collins)
<b>Donald, Richard</b> Pilot 0-363538	Joined Sqd 6/2/44 Completed Tour 9/11/44 Trans/8 AFRD 9/15/44	<b>Dropek, Kenneth S.</b> Engineer 16142910	*** Joined Sqd 2/11/44 Completed Tour 5/30/44 Trans to 482 BG 6/16/44 (Bowman)
<b>Donaldson, Julius B.</b> MOS 33 38464888	*** Joined Sqd 1/44 Home/Queen Mary 6/16/45	<b>Drysdale, Thomas T. Jr</b> Asst S-2 Off. 0-739744	Joined Sqd 7/27/44 Completed Tour 11/25/44
<b>Dooley, Clarence M.</b> Ordnance 0-1578197	Joined Sqd 7/1/42 ETO/Queen Mary 9/5/42 DS/Benghazi 6/26/43 with Slough of 506th Sqd.v Retrn'd to Base 8/26/43 DS/Tunis 9/19/43 Retrn'd to Base via ATC on 10/4/43 Home/Queen Mary 6/16/45	<b>Dubard, James D. Jr</b> Pilot 0-410225	Joined Sqd 4/10/42 ETO/Fight Echlon 10/2/42 KIA Abbeyville 12/6/42
<b>Dooley, Paul</b> Ordnance	Home/Queen Mary 6/16/45	<b>Dubowsky, Robert</b> Pilot 0-818128	*** Joined Sqd 7/6/44 Trans/66th 8/7/44 Completed Tour 8/17/44 (Harrocks)
<b>Dorris, (Robert?)</b> Gunner	POW Langenhagen 8/24/44?	<b>Duckie, Stanley H.</b> Gunner	Joined Sqd 7/21/44 Completed tour KOD Guard Duty 2/7/45 Plane caught fire and exploded (Collins)
<b>Doucette, Robert C.</b> Sheet Metal 12067176	*** ETO/Queen Mary 9/5/42 Rotated to USA 9/28/44 DSD Bone/Lung cancer 1/27/89	<b>Dudzik, Leon R.</b> Bombardier 0-698534	Joined Sqd 6/2/44 INT Sweden 6/20/44 Down on Politz-Misburg Retrn'd to Base 11/1/44 (Keller)
<b>Dowd, John F.</b> Gunner 20113596	*** Joined Sqd 7/8/44 POW Oberpfaffenhofen 7/21/44 (Tofte)	<b>Duke, Benjamin F.</b> Radio Operator 6376260	Joined Sqd 8/3/42 ETO/Fight Echlon 10/2/42 KIA Wilhelmshaven 1/27/43 (Sullivan)
<b>Dowling, Daniel F.</b> Engineer 13041539	*** Joined Sqd 2/5/45 Retrn'd to ZOI 5/22/45 Flew home in 44-50512 (Comstock)	<b>Dunbar,</b>	Trans/Infantry 3/29/45

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**68TH SQUADRON ROSTER**

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
Dunbar, Chester A. Ordnance 15099983	ETO/Queen Mary 9/5/42 Reclass/590 on 3/1/45 Home/Queen Mary 6/16/45	Dunnovan, J.R. Lt	Joined Sqd 1/31/44
Duncan, Donald C. Radio Operator 15320929	Joined Sqd 9/21/43 Completed Tour 4/9/44 Trans/466 BG 5/2/44 (Anderson, A.)	Dunwoody, Willard R. Gunner	Joined Sqd 8/2/44 Completed Tour 3/8/45 (Barnhart)
Dunda, Andrew Navigator	Joined Sqd 3/27/44 Bailed out/Coast 7/4/44 Completed Tour 7/12/44 Trans/12th RCD 7/16/44 (Schaefer)	Durham, Harry A. Adjutant 0-449141	Joined Sqd 7/1/42 ETO/Queen Mary 9/5/42 DS/Tunis 9/16/43 Retrn'd to Base via ATC on 10/4/43 Home/Queen Mary 6/16/45
Dunkle, Charles A. Fire Fighter 33506321	Trans/506th 3/3/44	Durham, Ralph O. Comm. Officer 0-856687	Joined Sqd 2/28/44 Home/Queen Mary 6/16/45
Dunlap, Robert L. Gunner 38424822	Joined Sqd 2/19/45 Retrn'd to ZOI 5/21/45 Flew home in 44-49425 (Roberts)	Durkee, Harold E.	
Dunn, Edward E. Gunner 12126659	Joined Sqd 7/10/43 DS/Benghazi via ATC on 7/14/43 Retrn'd to Base 9/14/43 DS/Tunis 9/16/43 Retrn'd to Base via ATC on 10/4/43 EAC FW190 Destroyed 2/5/44 EAC FW190 Destroyed 2/24/44 Releived/1287 MP 6/2/44 KIA Bernberg 7/7/44 (2 missions to go) (Steinke)	Duro, Raymond E. A.M.	Trans frm 491 BG 3/18/44 DS/AM School 9/9/44 Retrn'd to Base 9/19/44
		Dushane, Harland E.	
		Dustinavage,	Joined Sqd 12/5/43?
		Dyer, Eugene N. Pilot 0-680192	Joined Sqd 1/31/44 Crash-landed 3/2/44 INT Friedrichshafen 3/18/44 Retrn'd to Base 10/12/44
		<i>DURRELL, C. U.</i>	

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**68TH SQUADRON ROSTER**



NAME/POSITION	REMARKS
<b>Eberhardt, John W.</b> Tech. Supply 14043229	ETO/Queen Mary 9/5/42 Rotated to USA 9/28/44
<b>Eckenroth, John R.</b> CPL (911) 33145451	Retrn'd to ZOI 5/28/45 Flew home in 42-95001
<b>Eckstein, Herman J.</b> Pilot 0-767775	*** Joined Sqd 7/27/44 Completed Tour 2/28/45 (Liebrick)
<b>Ede, Hubert J.</b> Navigator 0-729151	Joined Sqd 12/2/43 KIA Siracourt 2/6/44 (Bonnisch)
<b>Edelen, George J.</b> Nose Turret 35811541	Joined Sqd 12/23/44 Retrn'd to ZOI 5/28/45 Flew home in 42-51108 (Vaughn)
<b>Edelman,</b>	
<b>Edgerton, Eugene C.</b> Gunner 31281654	Joined Sqd 12/2/43 KIA Siracourt 2/6/44 (Bonnisch)
<b>Edminson, Thomas</b> Pilot	Joined Sqd 8/23/44?
<b>Edmonston, Grover A.</b> <del>Bombardier</del> 6912354	*** Joined Sqd 4/10/42 ✓ ETO/Queen Mary 9/5/42 Flew 12 missions Trans/389 BG 6/15/43
<b>Edmonson, Robert A.</b> Pilot 0-685197	Joined Sqd 4/18/44 DS/Station 122 8/30/44 Trans to 67th 4/4/45
<b>Edmondson, Roger W.</b> Engineer 18218286	Joined Sqd 3/14/44 KIA Hamm 4/21/44 (Hovens)
<b>Edwards, Franklin Q.</b> 35255702	ETO/Queen Mary 9/5/42 Paris leave 4/3/45 Home/Queen Mary 6/16/45
<b>Egan, John J.</b> Navigator 0-698184	Joined Sqd 7/6/44 Completed Tour 1/12/45 (Van Dyke)

NAME/POSITION	REMARKS
<b>Eley, William A.</b> A.M. 14083242	*** Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Elias, Jacob T.</b> Gunner 13100737	*** Joined Sqd 3/10/44 WIA Trans/231st Hosp. 4/27/44 Rejn'd/68th 5/24/44 Completed Tour 12/30/44 Retrn'd to ZOI 1/29/45 (Smith)
<b>Elias, Michael</b> Gunner	*** Joined Sqd 7/17/44? Completed Tour 2/28/45? Trans/12th RCD 3/20/44 (Eckstein)
<b>Ellberg, Wayne</b> Radar Navigator 0-667288	*** Trans frm 66th 8/18/44 (Williams)
<b>Elliot, Richard R.</b> Gunner 16118695	Joined Sqd 6/2/44 INT Switzerland 7/21/44 (Oberpfaffenhofen) Retrn'd to Base 2/15/45 Retrn'd to ZOI 3/15/45 (Anderson, J.)
<b>Ellis, Horace C. Jr</b> Engineer 17199373	*** Joined Sqd 9/23/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 WIA Rels'd/Hospital 5/24/44 Completed Tour 3/15/45 Trans/70th RCD 3/15/45 (Peter)
<b>ELLIS, A-</b>	<del>ENGINEER (Att)</del>
<b>Ellmer, Anthony R.</b> Bombardier 0-700386	Joined Sqd 7/8/44 Completed Tour 1/14/45 (Borah)
<b>Ellmer, Robert</b> Bombardier	Joined Sqd 7/1/44 Completed Tour 11/10/44 (Mondloh)
<b>Elmore, Thomas H.</b> Engineer 35099069	*** Joined Sqd 7/6/44 Trans/66th 8/7/44 (Harrocks)
<b>Elstad,</b> Gunner	Joined Sqd 5/20/44 (Dobbs)

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<b>NAME/POSITION</b>	<b>REMARKS</b>	<b>NAME/POSITION</b>	<b>REMARKS</b>
<b>Elstead, Robert E.</b> Gunner 37096470	Joined Sqd 6/2/44 Completed Tour 11/6/44 (Donald)	<b>Ertel, Jerome</b> Pilot T-64170	*** Joined Sqd 2/6/45 Retrn'd to ZOI 5/22/45 Flew home in 44-50512 (Comstock) DSD Cancer 1/1977
<b>Elve, Phillip</b> Radio Operator 36451909	Joined Sqd 7/27/44 Completed Tour 1/17/45 (Liebrick)	<b>Erwin, Roy B. Jr</b> Pilot 0-437436	Joined Sqd 3/20/42 ETO/Fight Echlon 10/2/42 KIA St Nazaire 1/3/43
<b>Ennis,</b> Bombardier	Joined Sqd 12/12/44 Completed Tour 4/7/45 (Franks) }	<b>Esmar, William</b> 37137116	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Ennis, Donald H.</b> Gunner 33356461	*** Joined Sqd 7/5/44 Completed Tour 2/26/45 Trans/70th RCD 3/15/45 (Bowman)	<b>Esper, William D.</b> A.M. 13047970	*** ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Ennis, Paul H.</b> PFC	Joined Sqd 3/30/44 Trans/489 BG 11/23/44	<b>Etheridge, Harold E.</b> Pilot 0-799359	POW Gotha 2/24/44 Went down with/66th Sqd.
<b>Erikson, Russell G.</b> Pilot 0-828993	*** Joined Sqd 10/25/44 Retrn'd to ZOI 5/26/45 Flew 42-50806 Home	<b>Eure, William H.</b> Gunner 13119398	Joined Sqd 3/15/44 POW Brunswick 4/8/44 (Barry)
<b>Erikson, Hubert E.</b> Cpl (237) 37161506	Trans/Hdqtrs 4/14/44	<b>Evans,</b> Gunner	(Gildart)
<b>F</b>			
<b>Fahey, Donald F.</b> Radio Operator 37506294	Joined Sqd 5/5/44 POW Bernberg 7/7/44 (Weaver)	<b>Fara, Frank F.</b> Radio Operator 33353175	Joined Sqd 12/8/43 Completed Tour 5/13/44 Trans/66th 5/28/44 (Rose)
<b>Fairall, Alfred V.</b> Gunner 13104569	Joined Sqd 1/31/44 INT Friedrichshafen 3/18/44 Retrn'd/ Base 10/12/44 (Dyer)	<b>Farkas, Frederick C.</b> (805) 32910727	Retrn'd to ZOI 5/22/45 Flew home in 44-50588
<b>Falandy, Walter</b> Ordnance 33349173	Retrn'd to ZOI 5/30/45 Flew home in 42-109805	<b>Farmer, Hal D.</b> Bombardier T-123249 0-887042	***Joined Sqd 5/29/44 Completed Tour 9/8/44 Trans/70th RCD 10/9/44 (Knablen)
<b>Fanning, Phillip J. Jr</b> Gunner 11082349	*** Joined Sqd 4/9/44 INT Sweden (Politz) 5/29/44 (Foy)	<b>Farrell, John J. Jr</b> Ordnance 32620386	Reclass to 901 12/26/44 Retrn'd to ZOI 5/26/45 Flew home in 42-50806

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**68TH SQUADRON ROSTER**

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Fatur, William A.</b> Gunner 37701946	Joined Sqd 6/23/44 Trans/70th RCD 2/14/45 (Borah)	<b>Fenner, Ross W.</b> Gunner 37665920	Joined Sqd 3/5/44 WIA Politz/Misburg 5/29/44 Third mission Rejoined Sqd 7/21/44 Completed Tour 10/15/44 Trans/70th RCD 10/26/44 (Torrel)
<b>Faulkner, James L.</b> Gunner 34927059	Joined Sqd 10/25/44 KIA Bingen 12/2/44 (Hobbs)	<b>Ferenz, John J.</b> Pilot 0-823825	*** Joined Sqd 7/27/44 Completed Tour 12/11/44 Trans to ZOI (Kelly)
<b>Faurot, Dean L.</b> Gunner	Completed Tour 10/15/44 Trans/70th RCD 10/16/44	<b>Ferguson, Reginald L.</b> Gunner 13063662	*** Trans frm 66th 4/20/44 BUR St.Trond 5/9/44 26th mission. Retrn'd to Base 9/29/44 (Larson)
<b>Faust, ?</b> Gunner	Joined Sqd 12/11/44 (Clark)	<b>Fernbach, Ted R.</b> Gunner 16036350	Joined Sqd 6/19/43 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunia 9/16/43 Retrn'd to Base 10/12/43 Trans/491 BG 4/11/44 (Alexander)
<b>Fedonchuck,</b> Bombardier	Joined Sqd 11/4/43 Completed Tour 3/23/44 Trans/12th RCD 4/14/44 (Gildart)	<b>Ferrara, Harold M.</b> Engineer 32703474	*** Joined Sqd 6/2/44 INT Sweden 6/20/44 (Politz-Misburg) (Keller)
<b>Feeney, John E.</b> Radio Operator 33155391	Joined Sqd 6/19/43 DS/Tunia 9/16/43 Retrn'd to Base 10/12/43 POW Brunswick 4/8/44 (Altemus)	<b>Ferrara, Michael J.</b> Navigator 0-2069996	Joined Sqd 11/20/44 Retrn'd to ZOI 5/28/45 Flew home in 42-51224 (Anderson, N)
<b>Feinberg, Arthur W.</b> A.M. 16038828 (Now Fain)	*** Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/28/45 Flew home in 42-52643	<b>Ferrell, Robert E.</b> Gunner 14188090	Joined Sqd 7/6/44 Trans/66th 8/7/44 (Harrocks) DSD
<b>Feinstein, Jack H.</b> Gunner 12062017 <i>FAD'S</i>	Joined Sqd 2/7/44 INT Sweden (Tutow) 4/9/44 Retrn'd to Base 10/13/44 (Palmer)	<b>Ferrell, Robert O.</b> 18040187	ETO/Queen Mary 9/5/42 Trans/17th RCD 8/28/44
<b>Feinstein, Milton S.</b> Navigator 0-735298	Trans/66th 9/4/43 Mess Off./2nd Tour	<b>Fick, Kenneth M.</b> Gunner 37549574	Joined Sqd 4/9/44 INT Sweden (Stettin) 5/29/44 EAC ME109 Destroyed 5/29/44 Retrn'd to Base 11/1/44 (Foy)
<b>Feldman, Milton</b> Ordnance 12057764	ETO/Queen Mary 9/5/42 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunia 9/16/43 Retrn'd to Base via ATC on 10/4/43 Home/Queen Mary 6/16/45		
<b>Feldman, Theodore S.</b> Armament 39063395	*** ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45 DSD June 1987		
<b>Fenn,</b> Lt	Trans/67th 2/25/44		

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**68TH SQUADRON ROSTER**

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Fidares, Nicholas J.</b> Gunner 42068546	Joined Sqd 10/26/44 KIA Kaiserslautern 12/28/44 (Crashed on return) (Bledsoe) AMC Plot D, Row 6, Grave 23		Trans/1287 MP 7/29/44 Trans frm 1287 MP 8/16/44 (Gildart)
<b>Fields, Edwin D.</b> Engineer 33522224	Trans frm 492 BG 8/13/44 KIA Kaiserslautern 12/28/44 (Konstand)	<b>Fitzmaurice, Walter J.</b> Radio Operator 31319040	*** Joined Sqd 7/6/44 Completed Tour 1/14/45 (Van Dyke)
<b>Finder, Lt</b>	Completed Tour 11/8/44	<b>Flannagan, Merlyn A.</b> Gunner 36836248	Joined Sqd 2/4/45 Retrn'd to ZOI 5/21/45 Flew home in 42-51704 (Crump)
<b>Finne, Charles H.</b> PFC 37572243	Trans frm 491 BG 3/18/44 Trans/12th RCD 2/20/45 Trans/Infantry 2/28/45	<b>Flesher, Issac A.</b> Radio Operator 16053266	Joined Sqd 3/31/42 ETO/Queen Mary 9/5/42 WIA Kiel 5/14/43 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Completed Tour 11/18/43 DS 2/27/44 Retrn'd to Base 3/18/44 Trans/12th RCD 4/14/44 (Hughes)
<b>Fink, Ivan W.</b> Engineer 33574486	Joined Sqd 8/17/44 KIA Leverkusen 10/18/44 (Dayball)	<b>Flood, William J.</b> Nose Turret 32822318	Joined Sqd 6/2/44 Completed Tour 9/13/44 (Donald)
<b>Finn, Hugh I.</b>	Joined Sqd 11/4/43?	<b>Florko, Theodore A.</b> 35285673	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Fisgus, Frederick C.</b> Gunner 15089520 <i>Sgt</i>	*** Joined Sqd 10/1/42 ETO/Queen Mary 9/5/42 DS/Tunis 9/19/43 Retrn'd to Base via ATS on 10/3/43 Paris leave 4/5/45 (Gildart) Home/Queen Mary 6/16/45	<b>Flowers, Edgar I Jr.</b> Gunner 33206639	*** Joined Sqd 2/19/45 Flew 5 missions Retrn'd to ZOI 5/21/45 Flew home in 44-49425 (Roberts)
<b>Fisher, Lauren A.</b> Navigator 0-697835	*** Joined Sqd 6/2/44 Completed Tour 10/14/44 Trans/70th RCD 10/29/44 (Donald)	<b>Floyd, Bernard B.</b> Sgt 20418224	ETO/Queen Mary 9/5/42 Paris leave 4/3/45 Home/Queen Mary 6/16/45
<b>Fisher, Robert L.</b> Navigator 0-730244	*** Joined Sqd 3/16/43 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Completed Tour 11/9/44 (Alexander)	<b>Flynn, George H.</b> Radio Operator 31415199	*** Joined Sqd 2/5/45 Retrn'd to ZOI 5/30/45 (Comstock)
<b>Fisher, Vernon F.</b> Gunner	Joined Sqd 7/5/44	<b>Flynn, Robert K.</b> Bombardier 0-727327	Joined Sqd 8/3/42 ETO/Fight Echlon 10/2/42 WIA Dunkirk 2/15/43 (Cramer)
<b>Fithian, George A.</b> Engineer 20607661	*** Joined Sqd 8/2/42 ETO/Fight Echlon 10/2/42 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Completed Tour 7/13/44		

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Foley, Howard J.</b> Crew Chief 36022088	*** Joined Sqd 4/1/42 ETO/Queen Mary 9/5/42 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Dusseldorph leave 5/12/45 Retrn'd to ZOI 5/30/45 Flew home in 42-109805	<b>Foy, Frank L.</b> Pilot 0-803177	*** Joined Sqd 4/9/44 INT Sweden (Poltiz) 5/29/44 Retrn'd to Base 10/26/44
<b>Foley, John D.</b> Navigator 0-713158	Joined Sqd 6/23/44 Completed Tour 12/4/44 Trans/70th RCD 1/13/44 (Barnhart)	<b>Fracaro, Armand V.</b> Nose Turret 16155736	*** Joined Sqd 12/22/44 Retrn'd to ZOI 5/22/45 Flew home in 44-49387 (Williams, T.R.)
<b>Ford, Benjamin D.</b> Pilot	Joined Sqd 5/22/44 Completed Tour 8/17/44 Trans/8th AFRD 8/17/44	<b>Fraga, George G.</b> Engineer 14056010	*** Joined Sqd 7/27/44 Completed Tour 12/11/44 Trans to ZOI 12/21/44 (Kelly) Discharged 7/12/45 ✓
<b>Ford, Edwin R.</b> Gunner 14108468	*** Joined Sqd 2/4/45 Retrn'd to ZOI 5/21/45 Flew home in 42-51704 (Crump)	<b>Fraley, Thomas J.</b> Gunner Armament 35376187	*** Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 Went off Combat 1/20/43 (Cramer) DSD Stroke 3/8/89
<b>Ford, Julius D.</b> A.M. Crew Chief 37099094	*** ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/22/45 Flew home in 44-50769	<b>Francis, Jack T.</b> Navigator Gunner 16167979	*** Joined Sqd 2/4/45 Enlisted Navigator Retrn'd to ZOI 5/22/45 Flew home in 44-50769 (Pitta)
<b>Foster, Everette E.</b> Gunner 37499715	Trans frm/506th 3/23/45 Retrn'd to ZOI 5/21/45 Flew home in 44-49425	<b>Frangos, Theodore W.</b> Gunner 12036607	Joined Sqd 9/13/44 DS/Station 113 10/27/44 KIA Kaiserslatern 12/28/44 (Bledose) AMC Plot F, Row 2, Grave 66
<b>Foutz, Reed B.</b> Gunner 38350588	Joined Sqd 6/2/44 (Donald)	<b>Frankenfield, Edgar C.</b> T/Sgt	Joined Sqd 7/15/44
<b>Fowler, Frederick W. Jr</b> Navigator 0-814283	*** Trans frm 66th 8/18/44	<b>Franklin, Charles B.</b> Fuel Truck 6383816	ETO/Queen Mary 9/5/42 Trans/2194 Q.M. 8/4/44
<b>Fowler, Robert W.</b> Gunner	Joined Sqd 3/14/45? (Solomon)	<b>Franks, Walter</b> Pilot 0-819784	*** Joined Sqd 8/8/44 Abandoned ship at Alasce Lorraine, France 1/21/45 Completed Tour 4/6/45 Departed the ETO 4/21/45 Discharged 7/4/45
<b>Fox, Clyde E.</b> Gunner 34601641	Joined Sqd 3/5/44 Trans/66th 7/1/44 (Torell)	<b>Frantzen, Frank C.</b> Gunner 32887729	Joined Sqd 6/2/44 INT Sweden (Poltiz) 6/20/44 Retrn'd to Base 11/6/44 (Keller)
<b>Fox, Delmar J.</b> Radio Operator 16066088	Joined Sqd 5/20/44 Trans/66th 7/3/44 Trans/70th RCD 3/15/45 (Torrell)		

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Fraizer, Leo O.</b> Navigator 0-659012	Joined Sqd 8/3/42 Trans/67th	<b>Friday, Edwin R.</b> Pilot T-125333 0-1998592	*** Joined Sqd 6/23/44 Completed Tour 12/22/44 Trans to ZOI (Kay) DSD 9/23/84
<b>Frederckson, Donald M.</b> 16042253	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	<b>Frieden, Cornelius C.</b> S/Sgt 20249380	Paris leave 4/7/46 Home/Queen Mary 6/16/45
<b>Freeborough, William A.</b> Navigator 0-2056576	*** Joined Sqd 9/13/44 Retrn'd to ZOI 5/28/45 Flew home in 42-51108 (Vaughn)	<b>Fries, Patrick J.</b> Radio Operator <i>ENGINEER</i>	Joined Sqd 10/5/43 POW Bremen 12/16/43 (Jones)
<b>Freeburgh, Charles H.</b> Engineer 14150973	*** Joined Sqd 1/31/44 EUS Gotha 2/24/44 2nd mission (Bell)	<b>Fritz, August A.</b> S/Sgt 32476403	DS/Bengahzi 6/26/43 Flew down/Stevens, 506th
<b>Freeman, Otto H. Jr</b> Gunner 14180984	Joined Sqd 4/14/44 Completed Tour 10/2/44 (Peretti)	<b>Fritz, H.W.</b> Sgt	Trans/231st Hosp 1/22/45
<b>Freeman, Wesley B.</b> Gunner	*** (Peretti)	<b>Froehlich, Raymond S.</b> 37146967	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Fresch, Thomas J.</b> Radio Operator 15354302	Joined Sqd 1/31/44 2nd AD Boxing Champ Completed Tour 7/9/44 Trans/1287 MP 7/19/44 Trans to ZOI 8/9/44 (Krebs)	<b>Fuehrer, Edwin L.</b> Gunner 17131790	Joined Sqd 2/5/45 Retrn'd to ZOI 5/22/45 Flew home in 44-50512 (Comstock)
<b>Fribley, Donald E.</b> Pilot T-190562	Joined Sqd 4/20/43 frm RAF DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Trans/91st AD 3/3/44 (Holmes)	<b>Fulford, Sammie R.</b> A.M. 34088785	ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/28/45 Flew home in 52-51224
		<b>Fullinghim, B.L.</b> Ordnance	
		<b>Fuxa, Ernest C.</b> Radio Operator 18194853	Joined Sqd 8/16/44 KIA Leverkusen 10/18/44 (Lehnhausen, E.)

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Gaffney, William J.</b> Gunner 12143699	Joined Sqd 6/17/43 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base via ATC on 10/8/43 Catepillar Club 2/28/44 KIA Brunswick 4/8/44 (Altemus)	<b>Garrett, Wilmer J.</b> Pilot 0-727982	*** Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 DS/Benghazi 6/26/43 INJ Lecce 7/2/43 Retrn'd to Base 8/26/43 Retrn'd ZOI/ casualty on 9/5/43 (Phillips)
<b>Gaines, Irvin L.</b> Pilot 0-808816	Trans frm 492nd 8/13/44 Completed Tour 10/10/44 (Konstand)	<b>Garside, William H.</b> Radio Operator 11122213	Trans frm 492 BG 8/13/44 Completed Tour 8/20/44 Trans/8th AFRD 8/25/44 (Bridges)
<b>Gallion, James A.</b>	***	<b>Garvey, James T.</b> Radio Operator 37272533	*** Joined Sqd 6/19/43 DS/Tunis 9/19/43 Retrn'd to Base 10/12/43 INJ Munich 7/11/44 Rsc'd by British Destroyr Trans 4144 Hosp.9/19/44 Evacuated to USA (Bonnet)
<b>Gambetta, Attilio J(Art)</b> Bombardier 0-723966	Joined Sqd 12/23/44 Retrn'd to ZOI 5/28/45 Flew home in 42-51108 (Vaughn)	<b>Gasperetti, Raymond</b> Gunner 39045892	Joined Sqd 8/3/44 KIA Langenhagen 8/24/44 (Shot by the Gestapo) Buried/Margarten Cemetery, Holland. (Dittmer)
<b>Gammage, Robert L.</b> Supply 6333702	ETO/Queen Mary 9/5/42 Rotated to USA 4/26/44	<b>Gates, William J.</b> Gunner 17020494	Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 EAC FW190 Destroyed 2/15/43 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 Completed 16 missions Retrn'd to ZOI 11/10/43 (Cramer)
<b>Garbade, Harry M.</b> Pilot 0-671920	Joined Sqd 11/5/44 Completed Tour 4/18/45 Retrn'd to ZOI 5/28/45 Flew 44-40276 Home	<b>Gauronskas, Edward C.</b> A.M. 16042233	*** ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Garbett,</b> Sgt	Retrn'd/London 11/21/44	<b>Gaus, John F.</b> Gunner 37582838	Joined Sqd <sup>10/28/44</sup> <del>12/28/45</del> Retrn'd to ZOI 5/28/45 Flew home in 42-51224 (Anderson, N)
<b>Garbutt, Byron E.</b> Cook	Home/Queen Mary 6/16/45	<b>Gautreaux, Lionel E.</b> Navigator 0-706925	*** Joined Sqd 6/2/44 INT Sweden Down/Politz-Misburg on 6/20/44
<b>Garrard, James M.</b> Gunner 14070592	Joined Sqd 10/14/42 ETO/Queen Mary 9/5/42 EAC ME109 Destroyed 5/14/43 DS/Benghazi 6/26/43 KIA Lecce 7/2/43 (Garrett)		*** Denotes Current Address
<b>Garrett, Howard N.</b> Gunner 18098718	Trans frm 492 BG 8/13/44 POW Kaiserslautern 12/28/44 (Konstand)		
<b>Garrett, James J.</b> Gunner 31388309	Joined Sqd 10/26/44 KIA Kaiserslautern 12/28/44 (Bledsoe)		

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Gautreaux, Lionel E.</b> (Cont'd.)	Retrn'd to Base 11/1/44 (Keller)	<b>Gengler, James N.</b>	Joined Sqd 7/21/44
<b>Gavin, Frank W.</b>	Joined Sqd 8/3/42	Gunner 35226682	Completed Tour 4/10/45 (Boggs)
Engineer 7001236	ETO/Fight Echlon 10/2/42	<b>Gentry, Herbert H.</b>	Joined Sqd 10/2/42
	EAC FW190 Destroyed 2/26/43	Engineer 14046422	ETO/Queen Mary 9/5/42
	EAC ME110 Probable 3/18/43		EAC FW190 Destroyed 1/27/43
	EAC ME110 Destroyed 3/22/43		EAC FW190 Damaged 1/27/43
	EAC ME110 Probable 3/22/43		EAC FW190 Destroyed 2/15/43
	EAC FW190 Damaged 3/22/43		EAC FW190 Destroyed 3/8/43
	DS/Bengahzi 6/26/43		EAC ME109 Destroyed 5/14/43
	EAC ME109 2 Destroyed		DS/Bengahzi 6/26/43
	8/16/43 Retrn'd to Base 8/26/43		Completed Tour 8/22/43
	DS/Tunis 9/16/43		Retrn'd to Base 8/22/43
	Retrn'd to Base 10/12/43		Retrn'd to ZOI 8/24/43
	INT Oslo-Kjeller 11/18/43		(Phillips)
	25th Mission	<b>Gentry, Homer S.</b>	Joined Sqd 4/20/43
	Retrn'd to Base 9/12/44	Pilot T-190633	from the RAF
	(Weant)		DS/Bengahzi 6/26/43
<b>Gavin, John M.</b>	Joined Sqd 8/3/42		Retrn'd to Base 8/26/43
Bombardier 0-727332	ETO/Queen Mary 9/5/42		DS/Tunis 9/16/43
	INJ St Nazaire 1/3/43		Retrn'd to Base 10/12/43
	Serious injury in crash		Promoted 2nd Lt 2/18/44
	Retrn'd to USA Hospital		Completed Tour 3/17/44
	(Erwin)		(Alexander)
<b>Gay, Edward H.</b>	Joined Sqd 2/2/44	<b>Gentry, William H.</b>	Joined Sqd 10/8/43
Ordnance 14025984	Retrn'd ZOI 5/22/45	Radio Operator 39389081	KIA Oslo-Kjeller 11/18/43
	Flew home in 44-50612		(Mitchell)
<b>Gay, Ross W.</b>	Joined Sqd 6/8/42	<b>George, James W.</b>	ETO/Queen Mary 9/5/42
A.M. 35376155	ETO/Queen Mary 9/5/42	Cook EMCM 34231171	Home/Queen Mary 6/16/45
	Home/Queen Mary 6/16/45		
<b>Gayman, Charles C.</b>	Joined Sqd 5/22/44	<b>Geriek, Michael</b>	Joined Sqd 10/14/42
Pilot	Completed Tour 8/17/44	Radio Operator 33038923	ETO/Queen Mary 9/5/42
	Trans/8th ARFD 8/17/44		KIA Wilhelmshaven 1/27/43
			(Cargile)
<b>Gearhart, Bill G.</b>	Joined Sqd 3/16/43	<b>Getson, Howard</b>	Trans frm 50th Sta Comp
Engineer 38100940	DS/Bengahzi 6/26/43	Sgt.(601) 13027648	on 6/12/44
	EAC ME109 Destroyed 8/16/43		Trans/1287 MP 2/27/45
	Retrn'd to Base 8/26/43		Retrn'd to ZOI 5/26/45
	DS/Tunis 9/16/43		Flew home in 42-50806
	Retrn'd to Base 10/12/43	<b>Getz, Clifford M.</b>	Joined Sqd 12/20/44
	Reclass to 938 on 2/11/45	Radio Operator 39701348	Retrn'd to ZOI 5/26/45
	Completed Tour		Flew home in 42-51965
	(Alexander)		(Mc Kinney)
<b>Gehrt, Clarence</b> A.M	*** Home/Queen Mary 6/16/45		

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
Giffin, John S. Pilot 0-805903	Joined Sqd 12/2/43 KIA Siracourt 2/6/44 (Bonnisch)	Gillock, William L. Jr (345) 36681331	Trans frm 491 BG 3/18/44 Trans/Infantry 2/1/45
Gilbert, Lloyd W. Gunner 34708051	Joined Sqd 6/2/44 INT Sweden 6/20/44 (Poltz-Misburg) Retrn'd to Base 11/6/44 (Keller)	Gilmour, Donald W. A.M. 13046227	*** Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/22/45 Flew home in 42-51965
Gilbert, Robert N. Gunner 15102189	Joined Sqd 6/19/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 KIA Brunswick 4/8/44 (Altemus)	Gilson, Harris J. (754) 36243574	Trans frm 491 BG 3/18/44 Trans/Infantry 3/29/45
Gilchrist, R.R. Gunner	Trans/9th AF 9/23/44	Girard, Louis V. Pilot 0-885283	Joined Sqd 1/21/43 DS/Benghazi 6/26/43 Completed Tour bfr 8/1/43 KIA Ploesti 8/1/43 26th mission (Houston)
Gildersleeve, Ivan L. Cook EMCM 37143991	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	Girty, Albert A. 33266060	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
Gildart, Ben H. Jr Pilot 0-666270	*** Joined Sqd 6/19/43 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/19/43 Retrn'd to Base via ATC on 10/4/43 Completed Tour 6/30/44 Trans to 489th BG DSD Stroke 4/11/86	Gjestrum, Robert E. Engineer 19094727	*** Joined Sqd 6/2/44 DS/BADA 9/4/44 Trans/12th RCD 9/16/44 (Donald)
Gills, Laurence H. Gunner 33219559	Joined Sqd 8/13/44 Retrn'd to ZOI 5/30/45 Flew home in 42-109805	Glanz, Clarence L. Gunner 37706564	Joined Sqd 8/8/44 Abandoned ship at Alasce Lorraine, France 1/21/45 Completed Tour 4/6/45 (Franks)
<sup>N Howard</sup> Gillesman, Steve Gunner	Joined Sqd 7/6/44 Completed Tour 11/13/44 Trans/70th RCD 12/13/44 (Harrocks) KOHLER	Glass, Albert W. Bombardier 0-727333	*** Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 POW Wilhelmshaven 1/27/43 (Sullivan)
Gillispie, James Navigator 0-755159	Joined Sqd 2/10/44 INT Tutow 4/9/44 Retrn'd to Base 10/44 (Palmer)	Glaudel, Alexander Bombardier 0-676467	Joined Sqd 10/5/43 <del>Completed Tour 7/6/44</del> (Slaughter) <i>LAST Miss 11/13/43</i>
Gillespie, Joseph C. Pilot 0-811067	*** Joined Sqd 9/13/44 Completed Tour 4/19/45	Glazor, William 35266821	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
Gillis, Albert T. Fuel Truck 14039609	*** ETO/Queen Mary 9/5/42 Trans/464th Depot 7/1/44 Rotated to USA 9/28/44	Gleason, Robert J. Gunner 13049367	Joined Sqd 1/31/44 KIA Gotha 2/24/44 2nd mission Bailed out/Froze to death (Bell)

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Glettner, Bernard U.</b> Control Tower 0-854422	*** Joined Sqd 8/4/42 ETO/Queen Mary 9/5/42 Trans/10 Sta Comp 8/28/43	<b>Gordon, Rhodes C.</b> Gunner	Joined Sqd 10/5/43 KIA Bremen 12/16/43 Crash-Ind/English Coast (Jones)
<b>Glidden, H.E. (Red)</b>		<b>Gordon, Stanley R.</b> Radio Operator(938) 32496871	Joined Sqd 7/28/44 DS/Belgium 11/30/44 DS/Sta 126 2/27/45 Retrn'd to ZOI 5/21/45 Flew home in 44-50755 (Ackerman)
<b>Glowaki, Clarence A.</b> Ordnance 36335208 <del>CIVILIAN JAMES N</del> <b>Gniadek, Joseph S.</b> Engineer 31258858	*** ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45  *** Joined Sqd 5/5/44 POW Barnberg 7/7/44 (Weaver)	<b>Goucher, Max E.</b> Armament 15086422	ETO/Queen Mary 9/5/42 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Home/Queen Mary 6/16/45
<b>Goldman, Carl S.</b> Bombardier	Joined Sqd Prior 11/44 (Beckingham)	<b>Goza, James M.</b> Gunner 38208089	Joined Sqd 3/16/43 DS/Bengahzi 6/26/43 EAC ME109 Destroyed 7/5/43 EAC ME109 Destroyed 7/17/43 EAC ME109 Destroyed 8/16/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 INT Oslo-Kjeller 11/18/43 Retrn'd to Base 9/1/44 Trans/70th RCD 9/24/44 (Weant)
<b>Goldman, Seigmund I.</b> Navigator	Joined Sqd 11/2/44 Trans to 469th BG Completed Tour 3/30/45 (Beckingham)	<b>Graham, Louis R.</b> Pilot 0-830771	*** Joined Sqd 11/14/44 Completed 28 missions Retrn'd to ZOI 5/30/45 Flew home in 42-95001 (Ackerman)
<b>Goldstein, Jack</b> Operations 37143228	*** ETO/Queen Mary 9/5/42 Paris leave 4/3/45 Retrn'd to ZOI 5/22/45 Flew home in 44-49387	<b>Graney, Donald H.</b> Pilot 0-2058787	Joined Sqd 12/15/44 Retrn'd to ZOI 5/28/45 Flew home in 41-10504 (Lindsay)
<b>Goodill, Sgt</b>	Completed Tour 10/15/44 Trans/70th RCD 10/26/44	<b>Grant, Reginald D.</b> Bombardier 0-727334	Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 KIA Wilhelmshaven 1/27/43 (O'Brien)
<b>Goodman, Louis</b> Gunner 32692065	Joined Sqd 3/24/44 Trans/9th AF 9/23/44 (Sweigart)	<b>Grantano, James W.</b> Gunner 13150414	Joined Sqd 12/20/44 Retrn'd to ZOI 5/22/45 Flew home in 44-50588 (Schnell)
<b>Goral, Eugene J.</b> Navigator	*** Joined Sqd 3/15/45? Home/Queen Mary 6/16/45 (Williams, T.R.)		
<b>Gordon, Charles R.</b> Navigator	Joined Sqd 2/26/44 EAC ME410 Destroyed 7/7/44 Completed Tour 7/24/44 Trans/489 BG 7/25/44 (Bonnet)		
<b>Gordon, Charles S.</b> Bombardier 0-682474	Joined Sqd 2/11/44 Completed Tour 6/24/44 (Bowman)		
<b>Gordon, Clyde F.</b> Radio Operator	Joined Sqd 10/5/43		
<b>Gordon, H.</b> Gunner			


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## 68TH SQUADRON ROSTER

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Grau, Billie E.</b> Engineer 18194464	Joined Sqd 1/4/45 Hosp./Broken Shoulder Sent home 3/11/45 (Warner)	<b>Griffin, Edmund Jr.</b> Radio Operator 32714708	Joined Sqd 3/5/44 Trans/66th 7/1/44 (Torall)
<b>Graves, Norman C.</b>	***	<b>Griffin, John W.</b> Pilot 0-748630	*** Joined Sqd 10/5/43 POW Bremen 12/16/43 (Jones)
<b>Gray, James S.</b> Radio Operator 39298579	*** Trans frm 491 BG 3/18/44 Retrn'd to ZOI 5/28/45 Flew home in 44-42189	<b>Griffith, Warren W.</b> Pilot 0-828160	Joined Sqd 10/25/44 KIA Kaiserslautern 12/28/44 (Bledsoe)
<b>Gray, John A. Jr</b> Navigator 0-2060275	Joined Sqd 9/23/44 ✓ Retrn'd to ZOI 5/21/45 Flew home in 44-50755 (Kiggins)	<b>Grimes, Arthur V.</b> Navigator	*** Trans frm 66th 8/13/44 Trans/66th Sqd 8/21/44
<b>Graza, George G.</b> S/Sgt	Joined Sqd 7/31/44	<b>Grimes, Eugene L.</b> Gunner 6273409	Joined Sqd 6/19/43 ETO/Queen Mary 9/5/42 DS/Benghazi 6/26/43 EAC ME109 1/2 Destroyed 7/5/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Completed Tour 12/30/43 (Jansen)
<b>Green, George L.</b> Gunner 36070105	Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 EAC FW190 Damaged 1/27/43 DS/Benghazi 6/26/43 EAC ME202 Destroyed 7/17/43 Completed Tour 8/22/43 Retrn'd to Base 8/22/43 Retrn'd ZOI 8/24/43 (Holmes)	<b>Grimm, Richard J.</b> Bombardier 0-699519	*** Joined Sqd 7/6/44 Trans to 66th 7/7/44 Completed Tour 1/8/45 (Harrocks)
<b>Green, R.J.</b> Pilot	Joined Sqd Prior 8/44	<b>Grokman, Thomas M.</b> Pilot	Joined Sqd 8/3/43 at Benghazi
<b>Greenberg, AL?</b> T/Sgt	Trans to 66th 5/25/44 <i>Was 66 - Borrowed</i>	<b>Graham, Thomas</b> Pilot	Joined Sqd 8/8/43 Completed Tour 7/25/44 (Brown)
<b>Greene, Floyd H. Jr</b> Pilot 0-812577	Joined Sqd 3/24/44 POW Berlin 4/29/44 (Sweigart)	<b>Grothaus, Joseph V.</b> Gunner 37615918	Joined Sqd 7/6/44 Busted 7/16/44 Completed Tour 12/21/44 (Washburn)
<b>Gregory, Noble K.</b> Lt 0-727335	Joined Sqd 8/3/42 Trans/Group 8/15/42	<b>Gross, Gerald J.</b> Gunner	Joined Sqd 8/23/44 (Peter)
<b>Gretsky, Paul</b> Pilot 0-2057278	Joined Sqd 1/22/45 Retrn'd to ZOI 5/21/45 Flew home in 44-50755 (Kiggins)	<b>Grueber, Arnold A.H.</b> Navigator 0-716690	*** Joined Sqd 7/28/44 POW Langenhagen 8/24/44 Retrn'd after the War (Dittmer)
<b>Gridley, Jack R.</b> Engineer 33683051	Joined Sqd 12/22/44 Retrn'd to ZOI 5/30/45 Flew home 44-42189 (Williams, T.R.) DSD	<i>GROSS, JACK NMI</i> <i>GUNNER</i> <i>on file</i>	9/23/44 *** Denotes Current Address

## 68TH SQUADRON ROSTER

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Guerrera, Louis A.M.</b>	Joined Sqd 8/18/44 Trans/50thSta Comp 5/3/44 Rotated to USA 2/25/45	<b>Gunter, Noah</b> Gunner 14195404	Joined Sqd 8/16/44 KIA Leverkusen 10/18/44 (Lehnhausen,E.)
<b>Guest, Jack W.</b> Sqd. C.O.	10/28/41 thru 1/12/42	<b>Gurney, Thomas A.</b> Gunner	Joined Sqd 2/11/44 Completed Tour 8/9/44 (Bowman)
<b>Guilford, George W.</b> Bombardier 14035289	*** Joined Sqd 4/14/42 ETO/Queen Mary 9/5/42 WIA Wilhemshaven 1/27/43 EAC FW190 Destroyed 5/14/43 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 POW Wiener-Neustadt 10/1/43 Retrn'd after the War (Whitaker)	<b>Gurry, Thomas P.</b> Gunner 32393313	Joined Sqd 2/11/44 Completed Tour 7/7/44 DS/1287 MP 7/8/44 Trans to ZOI 8/19/44 (Bowman)
<b>Gulliver, Harold L.</b> Gunner 42025821	*** Joined Sqd 6/23/44 Trans/70th RCD 2/14/45 (Borah) DSD	<b>Gwin, William D.</b> Gunner 17100253	Joined Sqd 3/24/44 WIA Brandenburg 4/18/44 DS/Prestwick 8/5/44 Reclass/055 on 2/11/45 Trans/12th RCD 2/20/45 (Sweigart)
			
<b>Haft, Richard A.</b> Bombardier 0-772843	*** Joined Sqd 6/6/44 Completed Tour 4/25/45 (Van Dyke)	<b>Hale, Phillip R.</b> Pilot	Joined Sqd 7/8/44 Trans/458th BG 8/13/44 (Bravakis)
<b>Hagnes, Roy C.</b> Gunner 39610474	*** Joined Sqd 7/10/43 DS/Bengahzi/ATC 7/4/43 Rtrn'd to Base 9/14/43 DS/Tunis 9/16/43 Rtrn'd to Base/ATC on 10/4/43 Trans/Ground (Ear) 1/8/44 (Stahler) Home/Queen Mary 6/15/45	<b>Halek, Richard C.</b> Bombardier 0-690806	Joined Sqd 4/18/44 Dusseldorph leave 5/13/45 Rtrn'd to ZOI 5/22/45 Flew home in 44-49387 (Edmonson)
<b>Hale, Norman L.</b> Communications 6897324	ETO/Queen Mary 9/5/42 DS/Bengahzi 6/26/43 Rtrn'd to Base 8/26/43 DS/Tunis 9/16/43 Rtrn'd to Base 10/12/43 Paris leave 3/20/45 Dusseldorph leave 5/13/45 Home/Queen Mary 6/16/45	<b>Hall, Charles N.</b> Pilot 0-833524	Joined Sqd 10/25/44 (Dolan)
		<b>Hall, Clifton C.</b> Gunner 18157469	Joined Sqd 6/17/43 DS/Bengahzi 6/26/43 KIA Lecce 7/2/43 (Peterson)
		<b>Hall, Fred L.</b> Pilot 0-828653	Joined Sqd 11/20/44 Rtrn'd to ZOI 5/28/45 Flew home in 42-51224 (Anderson,N.)

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**68TH SQUADRON ROSTER**

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
Hall, G. Pilot	Joined Sqd 3/15/45	Hammontree, James A. Gunner 14161472	Joined Sqd 1/31/44 KIA Gotha 2/24/44 2nd mission Bailed out/Froze to death (Bell) BUR Pferdsdorf/Rhon Cemetery Grave 204
Hall, George W. Bombardier 0-686193	Joined Sqd 1/31/44 EUS Gotha 2/24/44 (Bell)	Hanabass, Robert R. Armament 15089039	Joined Sqd 2/2/44
Hall, James P. Radio Operator 17013860	Trans frm 66th 8/3/44 Completed Tour 4/25/45 (Bonnisch)	Hansen, Ambrous T. Gunner (650) 38119464	Joined Sqd 6/19/43 DS/Benghazi 6/26/43 Rtrn'd to Base 8/26/43 DS/Tunis 9/16/43 Rtrn'd to Base 10/12/43 <u>Completed Tour 4/12/44</u> <i>16</i> (Lehnhausen, R.) Rtrn'd to ZOI 5/22/45 Flew home in 44-50769
Hall, James Bombardier	Joined Sqd 2/11/44 POW Gotha 2/24/44 (Bell)	Hansford, Robert F. Gunner 15320323	Joined Sqd 7/6/44 Trans/66th 8/7/44 (Harrocks)
Hall, John R. Pilot 0-833092	*** Joined Sqd 10/25/44 Rtrn'd to ZOI 5/28/45 Flew home in 42-96021 (Van Dyke)	Hanson, Harold W. Engineer 15196190	Joined Sqd 5/20/44 Rlv'd TD/1287 MP 6/2/44 Completed Tour 7/25/44 Trans/1287 MP 7/29/44 (Eckstein)
Hall, Kenneth E. Gunner 11114148	Joined Sqd 12/2/43 <i>me</i> KIA Siracourt 2/6/44 <i>(Howington) this is Somalia</i>	Hanson, James E. Bombardier 0-671429	Joined Sqd 10/8/43 KIA Oslo-Kjeller 11/18/43 (Mitchell)
<i>NOT KILLED</i> Hallangrud, Pilot <i>or Ballangrud</i>	Joined Sqd 10/18/43 (Mathisen)	Hardwick, Robert E. Navigator 0-7466482	Joined Sqd 10/8/43 KIA Oslo-Kjeller 11/18/43 (Mitchell)
Hamby, James F. Engineer 34113496	Joined Sqd 9/5/43 DS/Tunis 9/16/43 Rtrn'd to Base 10/12/43 Completed Tour 5/23/44 Trans/489 BG 5/26/44 (Marcoullier)	Harr, James P. Cpl (256) 35275412	ETO/Queen Mary 9/5/42 Rtrn'd to ZOI 5/21/45 Flew home in 44-50755
Hamlyn, Raymond E. Pilot 0-740179	*** Joined Sqd 6/17/43 DS/Benghazi 6/26/43 Rtrn'd to Base 8/26/43 DS/Tunis 9/19/43 Rtrn'd to Base 10/12/43 WIA Watten 2/8/44 Completed Tour 4/12/44 Trans/93rd CBW 4/25/44	Harmon, Charles 19072729	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
Hammer, Charles E. Gunner 12066862	Trans frm 492 BG 8/13/44 Trans/12th RCD 9/15/44 (Bridges)	Harper, Lloyd H. Cpl (237) 38224737	Trans frm 50th Sta Comp on 6/14/44 Rtrn'd to ZOI 5/22/45 Flew home in 44-50769
Hammon, Sgt	Trans/ 93rd BG 3/18/44		

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<b>NAME/POSITION</b>	<b>REMARKS</b>	<b>NAME/POSITION</b>	<b>REMARKS</b>
<b>Harrison, Charles H.</b> Radio Operator 34607324	*** Joined Sqd 5/5/44 WIA Kiel 7/6/44 Completed Tour 11/13/44 Trans/ 70th RCD 12/13/44 (Weaver)	<b>Hatch, Thomas C.</b> Engineer	Joined Sqd 9/5/43 DS/Tunis 9/16/43 EAC ME109 Damaged 10/4/43 Rtrn'd to Base 10/12/43 Completed Tour 11/18/44 Trans to ZOI 12/16/44 (Marcouiller)
<b>Harrocks, Thomas L. Jr</b> Pilot 0-812985	Joined Sqd 7/6/44 Trans/66th 8/7/44 Completed Tour 8/17/44	<b>Hathaway, Harvey C.</b> Radio Operator 35265755	*** Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 Trans/Ground 12/1/43 Trans/1287 MP 7/29/44 (Cargile) Rtrn'd to ZOI 5/28/45 Flew home in 42-95021
<b>Harry, Alexander W.</b> Gunner 33920319	*** Joined Sqd 12/20/44 Rtrn'd to ZOI 5/22/45 Flew home in 44-50588 (Schnell)	<b>Hawkins, Earle V.</b> Pilot 0-740800	*** Joined sqd 6/17/43 DS/Bengahzi 6/26/43 Rtrn'd to Base 8/26/43 DS/Tunis 9/16/43 Crash-Landed Hag Mag at Marsketch 10/2/43 Rtrn'd to Base via ATC on 10/4/43 Completed Tour 4/29/44 (Martin)
<b>Hart, D. L.</b> Radio Operator	Joined Sqd 10/8/43 Trans/Base Hosp 2/26/44 (Townsend)	<b>Haworth, Carl O.</b> Navigator 0-794004	*** Joined Sqd 1/16/43 DS/Bengahzi 6/26/43 Rtrn'd to Base 8/26/43 Completed Tour 8/21/43 Trans/70th RCD 9/10/43 (Phillips)
<b>Hart, Don L.</b> Gunner 16050370	*** Joined Sqd 3/16/43 DS/Tunis 9/16/43 Rtrn'd to Base 10/12/43 EAC JU88 Destroyed 11/18/43 Completed Tour 4/29/44 (Lehnhausen,R.)	<b>Hawthorne, Clyde W.</b> 37139987	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45  Trans frm 66th 4/7/44
<b>Hartwig, Clarence W.</b> Gunner 19095135	*** Joined Sqd 12/20/44 Rtrn'd to ZOI 5/22/45 Flew home in 44-50588 (Schnell)	<b>Hay, Jim</b> Gunner	Joined Sqd 8/15/44 Trans/66th 9/6/44
<b>Harvey, Alexander M.</b>		<b>Hayden, Ralph H.</b> Pilot	
<b>Harvey, Robert D.</b> Engineer	Joined Sqd 5/17/44 (Knablein)	<b>Hayes, Henry G.Jr</b> Gunner 14058968	*** Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 EAC ME110 2 Destroyed 2/26/43 DS/Bengahzi 6/26/43 Completed Tour 8/22/43 Rtrn'd to Base 8/22/43 Rtrn'd to ZOI 8/24/43 DSD (Phillips)
<b>Hassett,</b> Sgt	Completed Tour 4/21/44		
<b>Hassing, Hilbert H.</b> Engineer 35309147	Joined Sqd 9/1/43 DS/Tunis 9/16/43 Rtrn'd to Base 10/12/43 Completed Tour 5/11/44 Trans to 458th B.G. (Williams, S.)		
<b>Hastings, Herbert A.</b> Engineer	*** Joined Sqd 10/20/43 Completed Tour 5/11/44 Trans/458 BG 5/11/44 (Peterson)		

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<b>NAME/POSITION</b>	<b>REMARKS</b>	<b>NAME/POSITION</b>	<b>REMARKS</b>
<b>Haynam, Richard D.</b> Engineer      35610332	Joined Sqd 8/16/44 KIA Leverkusen 10/18/44 (Lehnhausen,E.)	<b>Heinzelman, Lawrence F.</b> A.M.            16132905	Joined Sqd 7/15/44 Rtrn'd to ZOI 5/28/45 Flew home in 44-40276 DSD Auto accident 1970
<b>Haynes, Wiley W. Jr</b> Gunner        34572318	Joined Sqd 1/31/44 KIA Gotha 2/24/44 2nd mission (Bell) BUR Pferdsdor/Rhon Cemetery Grave 205	<b>Heiss, Clifford A.</b> Medic          36233347	ETO/Queen Mary 9/5/42 DS/Tunis 9/16/43 Rtrn'd to Base via ATC on 10/4/43 Trans/Grp Hdqtrs 10/14/44
<b>Haynes,</b> Sgt	DS/Tunis 9/16/43 Rtrn'd to Base 10/12/43	<b>Heiter, Nicholas M.</b> Gunner        17106849	*** Joined Sqd 10/5/43 POW Escalles Sur Buchy on 1/21/44 Rtrn'd to Base (Howington)
<b>Heard, Virgil S.</b> 19075162	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	<b>Heller, Clayton E.</b> Gunner        17058569	Joined Sqd 6/19/43 DS/Bengahzi 6/26/43 KIA Foggia 8/16/43 (Shannon)
<b>Heathmore,</b>		<b>Helmut,</b> Lt	Joined Sqd prior 7/44 WIA Klobenz 7/19/44
<b>Hedinger, Herbert A.</b> A.M.            16035284	*** ETO/Queen Mary 9/5/42 Trans/506 Sqd on 4/12/43	<b>Henderson, William E.</b> Nose Turret    33746747	Joined Sqd 7/27/44 Completed Tour 12/11/44 Trans to ZOI 12/21/44 (Kelly)
<b>Hedlund, Howard D.</b> Gunner        37679226	*** Joined Sqd 2/5/45 Rtrn'd to ZOI 5/22/45 Flew home in 44-50512 (Comstock)	<b>Henrich, Edwin J.</b> Pilot            0-828428	Joined Sqd 12/23/44 Rtrn'd to ZOI 5/28/45 Flew home in 42-51108 (Vaughn)
<b>Heffner, Robert L.</b> Radio Operator 13091967	Joined Sqd 7/6/44 Trans/66th 8/7/44 (Harrocks)	<b>Henry, Charles</b> Bombardier    0-929136	Joined Sqd 2/4/45 Rtrn'd to ZOI 5/21/45 Flew home in 42-51704 (Crump)
<b>Hegelein, William J.</b> Gunner        42007998	*** Joined Sqd 7/27/44 Completed Tour 12/11/44 Trans to ZOI 12/21/44 (Kelly)	<b>Hersh, George P.</b> Pilot            0-670542	Joined Sqd 6/17/43 DS/Bengahzi 6/26/43 KIA Foggia 8/16/43 (Shannon)
<b>Heichemer, Fred C.</b> Pilot	Joined Sqd 11/2/44 Completed Tour 4/10/45 Trans to 459th B.G. (Beckingham)	<b>Hervey, Albert C. Jr</b> Gunnery Off.   0-583836	Rtrn'd to ZOI 5/30/45 Flew home in 42-95001
<b>Heid, Raymond P.</b> Gunner        33288681	Trans frm 392 BG 10/5/43 (Meador)	<b>Hess, Lester F.</b> Gunner        33514657	*** Joined Sqd 7/27/44 Completed Tour 12/11/44 Trans to ZOI 12/21/44 (Kelly) *** Denotes Current Address
<b>Heinrich, Emil</b> A.M.            16035632	*** ETO/Queen Mary 9/5/42 DS/Great Sanky 6/17/44 Rtrn'd to Base 7/4/44 Home/Queen Mary 6/16/45		

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
Hess, William H. Engineer      15095162	Joined Sqd prior 11/43 MIA Oslo-Kjeller 11/18/43' (Mitchell) AMC Wall of Missing	Hightower, Powell A. Gunner      19117361	Joined Sqd 12/22/44 Rtrn'd to ZOI 5/22/45 Flew home in 44-49387 (Williams, T.R.)
Hester, Milton Jr Gunner      18076405	Joined Sqd 10/8/43 MIA Oslo-Kjeller 11/18/43 (Mitchell) AMC Wall of Missing	Hill, Albert E. Radio Operator 20446928	Joined Sqd 8/3/42 ETO/Fight Echlon 10/2/42 DS/Tunis 9/16/43 Rtrn'd to Base 10/12/43 Completed Tour 10/10/43 (Holmes)
Hewlett, James A. Navigator      0-707526	*** Joined Sqd 6/2/44 INT Switzerland 7/21/44 Down at Oberpfaffenhofen Rtrn'd to Base Rtrn'd to ZOI 3/15/45 (Anderson, J.)	Hill, Clair W. Jr Pilot      0-817214	Joined Sqd 5/22/44 Completed Tour 11/4/44 (Gayman)
Heyer, Edwin H. Navigator      0-673565	*** Joined Sqd 6/17/43 DS/Bengahzi 6/26/43 Rtrn'd to Base 8/26/43 DS/Tunis 9/16/43 Rtrn'd to Base via ATC on 10/8/43 Catepillar Club 10/2/43 Completed Tour 4/29/44 (Martin)	Hill, Don R. Radio Operator 16151098	Joined Sqd 7/21/44 WIA Sindelfingen 8/9/44 Completed Tour 2/28/45 Rtrn'd to ZOI 5/30/45 Flew home in 42-109805 (Dobbs)
Hicks, Carl C. Sgt      38023109	*** ETO/Queen Mary 9/5/42 Paris leave 4/7/45 Home/Queen Mary 6/16/45 DSD	Hill, Harold L. Crew Chief      17037076	*** ETO/Queen Mary 9/5/42 DS/Bengahzi 6/26/43 Rtrn'd to Base 8/26/43 DS/Tunis 9/19/43 Rtrn'd to Base 10/12/43 Rtrn'd to ZOI 5/30/45 Flew home in 44-42189
Higgins, Hartwell J. Gunner      14094125	Joined Sqd 3/14/44 KIA Hamm 4/21/44 (Hovens) A	Hill, Howard L. (566)      6299758	Rtrn'd to ZOI 5/26/45 Flew home in 42-50806
Higgins, Joseph A. Jr Pilot      0-797531	Trans frm 392 BG Trans/389 BG 5/28/44	Hill, Oscar D. Radio Operator 39553686	Joined Sqd 10/26/44 Rtrn'd to ZOI 5/28/45 Flew home in 44-40276 (Garbade)
High, Ashburn L. Gunner      20365868	Joined Sqd 6/19/43 DS/Bengahzi 6/26/43 Rtrn'd to Base 8/26/43 DS/Tunis 9/16/43 EAC ME109 Destroyed 10/1/43 Rtrn'd to Base 10/12/43 Completed Tour 12/6/43 Rtrn'd to ZOI 12/12/43 (Williams, S.)	Hiller, Robert F. Engineer      36679322	
		Hilton, John H. Gunner	WIA Genshagen 6/22/44
		Hilty, Percy W. Gunner      33081196	ETO/Queen Mary 9/5/42 Trans to Combat 9/4/43 DS/Tunis 9/19/43 Rtrn'd to Base 10/12/43 EAC FW 190 Destroyed 4/29/44 Comp Tour 6/3/44

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<b>Hilty, Percy W. (Cont'd)</b>	Vol. 2nd Tour Trans/8th AFRD 9/15/44 (Marcoullier)	<b>Holenbeck, John</b>	WIA Brunswick 4/8/44 Radio Operator
<b>Hobbs, John C.</b> Pilot 0-828430	Joined Sqd 8/4/44 KIA Bingen 12/2/44	<b>Holenbeck, John A.</b> Engineer 39850064	Trans frm 392 BG 10/5/43 MIA Escalles Sur Buchy on 1/21/44 (Marcoullier)
<b>Hock, Frank</b> Gunner 33186384	Trans frm 392 BG 10/5/43 POW Brunswick 4/8/44 (Altemus)	<b>Holland, George F.</b> Navigator	*** Home/Queen Mary 6/16/45 (Soloman)
<b>Hoeltke, Donald R.</b> Bombardier 0-678414	Joined Sqd 10/10/43 POW Escalles Sur Buchy on 1/21/44 (Mathison)	<b>Holloway, John W. Jr.</b> A.M. 34231288	*** Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 DS/Great Sanky 5/28/44 Rtrn'd to Base 6/18/44 Rtrn'd to ZOI 5/28/45 Flew home in 42-52643
<b>Hoffman, Harvey E.</b> Ordnance 33017951	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	<b>Holman, Frank G.</b> Radio Operator 38371458	Joined Sqd 3/5/44 Completed Tour 11/13/44 Trans/70th RCD 12/13/44 (Principe)
<b>Hoffman, Leo J. Jr</b> Gunner 13173525	Joined Sqd 6/2/44 KIA Chuta failed to open Oberpfaffenhofen 7/21/44 (Anderson,J.)	<b>Holmes, Harvey G.</b> Operations 37139906	*** ETO/Flight Echlon 10/2/42 Flew over/ Warne of 67th. DS/Benghazi 6/26/43 Rtrn'd to Base 8/26/43 DS/Tunis 9/16/43 Rtrn'd to Base via ATC on 10/4/43 Home/Queen Mary 6/16/45
<b>Hoffmann, Walter G. Jr</b> Gunner 19176656	Joined Sqd 12/26/43 KOD Practice flight 1/13/44 (Hovey) AMC Plot C, Row 5, Grave 79	<b>Holmes, Paul M.</b> Pilot 0-822944	Joined Sqd 7/8/44 Completed Tour 11/10/44 DS/Belgium 11/30/44 Trans/70th RCD 12/5/44 (Mondloh)
<b>Hofkin, Joseph</b> Gunner 12011009	Joined Sqd 5/20/44 Completed Tour 12/5/44 Trans/70th RCD 1/13/45 (Dobbs)	<b>Holmes, T.C.</b>	Completed Tour 11/8/44
<b>Hogan, Harry G.</b> Gunner 37009698	Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 MIA Bordeaux 5/17/43 Pulled/frm plane by chute (Diehl) AMC Wall of Missing	<b>Holmes, Walter T. Jr</b> Pilot 0-437615	*** Joined Sqd 4/1/42 ETO/Flight Echlon 10/2/42 WIA Abbeyville 12/6/42 DS/Benghazi 6/26/43 Rtrn'd to Base 8/26/43 Completed Tour 8/25/43 Trans to 2nd AD 9/18/43
<b>Holden, Burton L.</b> Gunner 33710508	Joined Sqd 9/13/44 (Gillispie) <i>Peter</i>	<b>Hom, Jim Y.</b> Gunner 12188925	Trans frm 66th 4/20/44 POW Bernberg 7/7/44 This was his 39 mission (Weaver)
<b>Holdren, Samuel H.</b> Gunner 35434465	Joined Sqd 8/3/44 Rtrn'd to ZOI 5/28/45 Flew home in 42-52643 (Boggs)		*** Denotes Current Address
<b>Holek, Richard</b> Bombardier	(Edmonson)		

**68TH SQUADRON ROSTER**

NAME/POSITION	REMARKS
<b>Hoover, Preston</b> 39019076	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Hopkins, Gunner</b>	Promoted S/Sgt 7/3/44
<b>Horton, C.E.</b> Gunner	Joined Sqd 8/20/44 MIA Leverkusen 10/18/44 (Lehnhausen, E.)
<b>Houchins, George B. Jr</b> Radio Operator 15339517	Joined Sqd 3/14/44 KIA Hamm 4/21/44 (Hovens)
<b>Hough, James L.</b> Bombardier 0-723966	*** Joined Sqd 7/21/44 Completed Tour 2/9/45 (Mondloh)
<b>Houston, Rowland B.</b> Pilot 0-727991	Joined Sqd 8/6/42 ETO/Flight Echlon 10/2/42 DS/Bengahzi 6/26/43 Completed Tour Pr/ 8/1/43 KIA Ploesti 8/1/43
<b>Hovens, Forrest C.</b> Pilot 0-687031	Joined Sqd 3/14/44 Ship exploded/Pilot & CoP were blown out on 4/21/44 Trans/231st Hosp. 4/30/44
<b>Hovey, Glenn C.</b> Pilot 0-676805	Joined Sqd 12/26/43 KOD Practice flight 1/13/44
<b>Howard, Charles N.</b> PFC (754) 17168940	Rtrn'd to ZOI 5/21/45 Flew home in 44-50755
<b>Howard, James A.</b> Navigator 0-703631	Joined Sqd 7/6/44 (Harrocks)
<b>Howell, Malcolm C.</b> Pilot 0-727992	Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 KIA Kiel 5/14/43
<b>Howeth, Gunner</b>	Joined Sqd 12/11/44 Rtrn'd to ZOI 5/30/45 (Clark)
<b>Howington, Hartwell R.</b> Pilot 0-800356	Joined Sqd 10/5/43 KIA Escalles Sur Buchy on 1/21/44

NAME/POSITION	REMARKS
<b>Howlett, Oscar D.</b> Navigator 0-749388	Joined Sqd 11/23/44 Rtrn'd ZOI 5/30/45 Flew home in 42-109805 (Dobbs)
<b>Howser, Earl P.</b> Bombardier 0-864127	Joined Sqd 10/27/43 KIA Dortmund 1/28/45 (Corwine)
<b>Hryvniak, Russell</b> Crew Chief 32173830	ETO/Queen Mary 9/5/42 DS/Bengahzi 6/26/43 Rtrn'd to Base 8/26/43 DS/Tunis 9/16/43 Rtrn'd to Base 10/12/43 DS/Great Sanky 10/7/44 Rtrn'd to ZOI 5/22/45 Flew home in 44-50512
<b>Hubbard, Wiley C.</b> Navigator 0-707919	*** Rtrn'd to ZOI 5/22/45 Flew home in 44-50769 (Dailey)
<b>Hudson, Harry L.</b> Engineer 18214273	Joined Sqd 7/8/44 Completed Tour 11/10/44 (Mondloh)
<b>Hudspell, C.L.</b> Gunner 19176135	Joined Sqd 4/18/44 Completed Tour 8/20/44 Trans/8th AFRD 8/25/44 (Edmonson)
<b>Huey, William E.</b> Engineer 34601293	*** Joined Sqd 8/8/44 Abandoned ship/ Alasca Lorraine, France 1/21/45 Completed Tour 4/6/45 (Franks)
<b>Huff, Corwine C.</b> Engineer 15018435	Joined Sqd 10/14/42 EAC ME109 Destroyed 3/18/43 EAC FW190 Probable 5/14/43 DS/Bengahzi 6/26/43 EAC ME109 Destroyed 7/5/43 Completed Tour 8/22/43 Rtrn'd to Base 8/22/43 Rtrn'd to ZOI 8/24/43 (Jansen)
<b>Hughes, Charles E.</b> Capt	Joined Sqd 7/5/44 Trans/491 BG 8/2/44

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**68TH SQUADRON ROSTER**

**I**

NAME/POSITION	REMARKS
<b>Indri, Valerio J.</b> Engineer      32928939	Joined Sqd 10/26/44 Completed Tour 4/18/45 Rtrn'd to ZOI 5/28/45 Flew home in 44-40276 (Garbade)
<b>Ingram, Donald H.</b> Radio Operator    39164255	*** Joined Sqd 4/10/42 ETO/Flight Echlon 10/2/42 DS/Bengahzi 6/26/43 Completed Tour 8/22/43 Rtrn'd to Base 8/22/43 Rtrn'd to ZOI 8/24/43 DSD (Phillips)
<b>Ingrassia, Phillip P.</b> Armament      32140511	ETO/Queen Mary 9/5/42 AWOL 3 times, Busted Spent 4 months in jail Rtrn'd to ZOI 5/21/45 Flew home in 44-50755

NAME/POSITION	REMARKS
<b>Inman, Chester</b> Pilot            0-727995	Joined Sqd 8/6/42 Trans to Group 8/16/42
<b>Insley, George R.</b> Pilot            0-672816	Joined 66th 9/4/43 Trans to 68th Sqd Started 2nd Tour 1/15/44 Trans/66th 2/20/44
<b>Ireland, <i>C.F. John E.</i></b> Gunner	Joined Sqd 10/8/43 Busted 12/22/43 and relieved from Combat Trans/1287 MP 7/29/44 (Anderson)
<b>Irwin, John F.</b> Navigator	Joined Sqd 1/28/45? Home/Queen Mary 6/16/45 (Anderson)
<b>Irwin, Robert M.</b> Gunner	Rtrn'd to ZOI 5/28/45 Flew home in 42-51224 (Anderson, N)

**J**

<b>Jackson, Dema A.M.</b>	Home/Queen Mary 6/16/45
<b>Jacob, White A.</b> Baker EMCM    17056502	*** ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45 DSD Cancer 1983
<b>Jacob, William M.</b> 11045128	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Jacob, William</b> Sgt	Trans to 231st Hosp 3/26/44

<b>Jacobs, Harry W.</b> Bombardier    0-678359	*** Trans frm 392nd BG 10/5/43 Completed Tour 11/9/44 Trans to 14th CBW 5/19/44 (Meador)
<b>Jansen, George R.</b> Pilot            0-727998	*** Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base via ATC on 10/4/43 Promoted to C.O.11/16/43

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## 68TH SQUADRON ROSTER

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Jansen, George R. (Cont'd)</b>	Completed Tour 4/6/44 Trans/12th RCD 4/11/44	<b>Johnson, John F. (Cont'd)</b>	Retrn'd to Base via ATC on 10/4/43 Completed tour 4/29/44 (Martin)
<b>Jaquis, John R.</b> Navigator 0-717217	Joined Sqd 7/8/44 POW Oberpfaffenhofen 7/21/44 Retrn'd to Base 10/31/44 (Tofte)	<b>Johnson, John E.</b> Gunner 37324535	Joined Sqd 7/8/44 (Tofte)
<b>Jenkins, Donald R.</b> Navigator 0-722321	*** Joined Sqd 7/16/44 DS/Belgium 11/30/44 Completed Tour 3/24/45 (Seever)	<b>Johnson, John "Dick"</b> Gunner	*** Joined Sqd 11/20/44 Completed Tour 4/19/45 (Almonia)
<b>Jennings, John T.</b> Bombardier 0-698564	Joined Sqd 6/2/44 INT Switzerland Oberpfaffenhofen 7/21/44 Retrn'd to Base 2/15/45 Retrn'd to ZOI 3/15/45 (Anderson, J.)	<b>Johnson, Joseph E.</b>	***
<b>Jensen, George J.</b> Intellegence 16137136	Trans frm 491st BG 3/18/44 Retrn'd to ZOI 5/22/45 Flew home in 44-50769	<b>Johnson, K.</b> Engineer	Joined Sqd 8/6/44 Home/Queen Mary 6/16/45 (Seever)
<b>Jeter, Nathaniel H.</b> Gunner 33855000	*** Joined Sqd 2/4/45 Retrn'd to ZOI 5/21/45 Flew home in 42-51704 (Crump)	<b>Johnson, Mason W. Jr</b> Eng. Officer 0-865832	*** Joined Sqd P12/8/43 DS/Great Sanky 9/21/44 Retrn'd to Base 10/10/44 Trans/67th 11/28/44
<b>Johnson,</b> Ordnance		<b>Johnson, Newell W.</b> Bombardier 0-772851	*** Joined Sqd 8/16/44 Completed Tour 3/24/45 Retrn'd to ZOI 5/30/45 Flew home in 42-95001 (Ackerman)
<b>Johnson, Carl E.</b> Navigator 0-730268	Joined Sqd 8/3/42 EAC FW190 Destroyed 5/14/43 DS/Bengahzi 6/26/43 INJ Lecce 7/2/43 Retrn'd to Base 8/26/43 Trans to 14th Combat Wing (Garrett)	<b>Johnson, Norman B.</b> Gunner 39454377	*** Joined Sqd 2/7/44 INT Sweden (Tutow) 4/9/44 Retrn'd to Base 10/16/44 (Palmer)
<b>Johnson, Cecil A.</b> Prop Spclist 18030038	ETO/Queen Mary 9/5/42 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Home/Queen Mary 6/16/45	<b>Johnson, Ponie C.</b> T/Sgt 16052572	ETO/Queen Mary 9/5/42 Rotated to USA 9/28/44
<b>Johnson, John F.</b> Gunner 13035494	Joined Sqd 6/19/43 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 EAC ME109 Destroyed 10/1/43 WIA Wiener-Neustadt 10/1/43	<b>Johnson, Robert <i>ERNEST</i></b> PFC (590) 37128387	Retrn'd to ZOI 5/28/45 Flew home in 42-95021
		<b>Johnson, Robert W.</b> Gunner 36871944	*** Joined Sqd 2/19/44 Retrn'd to ZOI 5/30/45 Flew home in 42-109805 (Dobbs)
		<b>Johnston, Norman J.</b> Radar Navigator 0-822735	Trans frm 392 BG 1/25/45 Trans to 392 BG 2/19/45
		<b>Jones, Clarence R.</b> Engineer 12096377	*** Joined Sqd 7/8/44 INT Switzerland Oberpfaffenhofen 7/21/44

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## 68TH SQUADRON ROSTER

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
Jones, Clarence R. (Cont'd)	Retrn'd to Base 10/19/44 (Tofte)	Jones, William C.	Joined Sqd 12/8/43 POW Escalles Sur Buchy 1/ 21/44
Jones, Park H. Jr	Joined Sqd 10/5/43 KIA Bremen 12/16/43 Crashed on Coast/Return AMC Plot B, Row 7, Grave 3	Jones, ?	(Starring) Joined Sqd 12/11/44 Home/Queen Mary 6/16/45 (Clark)
Jones, Paul A.	*** Trans frm 392nd BG 10/5/43 EAC ME220 Damaged 10/9/43 POW Brunswick 4/8/44 Retrn'd to Base (Townsend)	Jordan, John R.	Joined Sqd 9/1/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 INT Oslo-Kjeller 11/18/43 Rejoined Sqd 9/1/44 Trans/70th RCD 9/24/44 (Weant)
Jones, Phillip G.	Joined Sqd 4/21/44 KIA Bernberg 7/7/44 (Steinke)	Jorzek, Gunner	Trans to AA Battery
<b>K</b>			
Kane, Maurice R.	ETO/Queen Mary 9/5/42 33181800 Busted 1/20/44 in order to trans/Stars & Stripes	Kasten, Richard J.	Joined Sqd 10/5/43 KIA Escalles Sur Buchy on 1/21/44 (Howington)
Kania, Henry	ETO/Queen Mary 9/5/42 12034969 Section 8 12/6/43	Katzel, Raymond L.	*** Joined Sqd 10/25/44 Retrn'd to ZOI 5/21/45 Flew home in 44-49425 (Dolan)
Kaitala, Henry B.	Joined Sqd 8/6/42 Pilot 0-727999 ETO/Queen Mary 9/5/42 KIA Abbeyville 12/6/42 (Dubard)	Kay, Robert P.	*** Joined Sqd 1/4/45 Retrn'd to ZOI 5/21/45 Flew home in 44-50536 (Warner)
Karll, John W.	Trans/506th Sqd 2/17/44 Pilot 0-744663 Completed Tour 8/23/44 (Edmonson)	Kay, Thomas C.	*** Joined Sqd 7/8/44 Flew 35 missions Commissioned 10/3/44 Completed Tour 11/21/44 DS/Belgium 11/30/44 Trans/70th RCD 12/5/44 Home for leave 12/16/44
Karris, Henry		Kearney, Sgt	Court Marshalled 8/6/44 for insubordination Completed Tour 8/7/44
Kasky, Jim	(Brown) Engineer		
Kaslaskas, Edward A.	Joined Sqd 12/8/43 Radio Operator 13127444 POW Escalles Sur Buchy on 1/21/44 (Starring)		

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## 68TH SQUADRON ROSTER

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Keba,</b> Radio Operator	Joined Sqd 12/11/44 (Clark)	<b>Kelley, Joseph M.</b> Sheet Metal 35610264	Joined Sqd 4/17/44 Retrn'd to ZOI 5/28/45 Flew home in 44-40276
<b>Keegan, Robert E. Sr</b> Gunner	*** Completed Tour 10/15/44 Trans 70th RCD 10/26/44	<b>Kelly, William D.</b> Pilot 0-817691	*** Joined Sqd 7/27/44 Completed Tour 12/11/44 Trans to ZOI 12/21/44 (Liebrich)
<b>Keeler, William J.</b> Pilot 0-805844	<i>from 49 250 flight</i> *** Trans frm 66th 8/3/44 Completed Tour 11/8/44 Trans to 70th RCD 12/5/44 Home leave 12/16/44	<b>Kelsey, George L.</b> Gunner 18053366	INJ St Nazaire 1/3/43 DS/Benghazi 6/26/43 EAC ME109 Destroyed 8/13/43 EAC ME109 Destroyed 8/16/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 EAC ME109 2 Destroyed 10/1/43 Retrn'd to Base 10/12/43 INT Oslo-Kjeller 11/18/43 Rejoined Sqd 9/1/44 (Weant)
<b>Keenan, Thomas J.</b> Bombardier 0-694452	Trans frm 66th 8/2/44 Completed Tour 2/15/45 (Peter)	<b>Kelsey, George</b> Gunner	Joined Sqd 6/19/43 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 Completed Tour 10/9/44 (Phillips)
<b>Keesec, K.L.</b> Cook EMCM (060) 35208999	Joined Sqd Nov./44 Retrn'd to ZOI 5/22/45 Flew home in 44-50512	<b>Kelsh, William D. Jr</b> Gunner 13154160	Joined Sqd 1/22/45 Retrn'd to ZOI 5/21/45 Flew home in 44-50755 (Kiggins)
<b>Keith, James E.</b> Bombardier 0-2065157	Joined Sqd 1/28/45 Home/Queen Mary 6/16/45 (Anderson)	<b>Kennedy, John L.</b> Radar Navigator 0-694563	Trans frm 392 BG 1/25/45 Trans to 392 BG 2/19/45
<b>Kellar,</b> Gunner	Joined Sqd 10/1/43	<b>Kennedy, Robert W.</b> Bombardier 0-717071	Joined Sqd 7/21/44 Completed Tour 4/25/45 (Eckstein)
<b>Keller, Richard I.</b> Pilot 0-812607	Joined Sqd 6/2/44 INT Sweden Oberpaffenhofen 6/20/44 Retrn'd to Base 11/1/44 DSD	<b>Kenyon, Frederick A.</b> Gunner 31145446 Pfc (911)	Joined Sqd 9/1/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Trans/231st Hoap. 5/2/44 Rejoined Sqd 9/21/44 (Stahler)
<b>Kelly, Absolam H.</b> Radio Operator 15336171	*** Trans frm 66th 4/20/44 POW St. Trond 5/9/44 26th mission (Larson)		Retrn'd to ZOI 5/26/45 Flew home in 42-50806
<b>Kelley, George J. Jr</b> Navigator 0-727021	Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 EAC FW190 Destroyed 3/8/43 EAC FW190 Destroyed 5/14/43 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 INT Oslo-Kjeller 11/18/43 Retrn'd to Base 8/8/44 Rejoined Sqd 8/17/44 Trans to 8th AFRD 8/25/44 (Weant)	<b>Kerns,</b> Lt	Trans/12th RCD 6/9/44

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**68TH SQUADRON ROSTER**

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Kessler, Joseph D.</b> Pilot 0-733662 <i>15/15</i>	Joined Sqd 6/19/43 DS/Bengahzi 6/26/43 Retrn'd to Base 8/16/43 DS/Tunis 9/16/43 Retrn'd to Base via ATC on 10/4/43 <u>Froze Hands/Feet 11/26/43</u> Trans/2nd G.Hosp. 12/18/43 Sent to ZOI for Duty	<b>King, John F.</b> Bombardier 0-734925	*** Joined Sqd 6/17/43 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base via ATC on 10/8/43 Catepillar Club 10/6/43 Trans/Hdqtrs 3/21/44 Trans/67th Sqd. 7/15/44 Completed Tour 11/44 (Martin)
<b>Kielman, Paul H.</b> Bombardier 0-727349	Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 KIA Wilhelmshaven 1/27/43 (Cargo)	<b>King, Richard E.</b> S/Sgt (854) 14055076	Joined Sqd 4/27/44 Retrn'd to ZOI 5/28/45 Flew home in 42-95021
<b>Kiggins, Frank A.</b> Pilot 0-687136	Joined Sqd 1/22/45 Retrn'd to ZOI 5/21/45 Flew 44-50755 Home	<b>King, Robert P.</b> Nose Turret 34894163	Joined Sqd 12/15/44 Retrn'd to ZOI 5/28/45 Flew home in 41-10504 (Lindsay)
<b>Kilford, George A.</b> 19021296	ETO/Queen Mary 9/5/42 Busted 2/23/44 Home/Queen Mary 6/16/45	<b>Kinning, Robert B.</b> A.M. 17026740	*** Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 DS/Great Sanky 11/1/44 Home/Queen Mary 6/16/45 DSD 6/17/89 Cancer
<b>Kinal, Eugene</b> Bombardier 0-692496	Joined Sqd 4/21/44 EAC ME109 Destroyed 5/29/44 Completed Tour 8/17/44 Trans to 12th RCD 8/23/44 (Hill)	<b>Kirk, Vernon E. Jr</b> Gunner 33901747	Joined Sqd 10/25/44 WIA Hanua 11/10/44 Trans/4210 Hoep. 11/15/44 (Hobbs)
<b>Kindren,</b> Lt	Completed Tour 11/8/44	<b>Kirkey, Vernon O.</b> Gunner 31166867	Joined Sqd 10/10/44 KIA Dortmund 1/28/45 (Corwine)
<b>King,</b> Pilot	Joined Sqd 4/20/44 Completed Tour 8/13/44 (Larson)	<b>Kirkman, Wade A.</b> Pvt	Joined Sqd 3/30/44
<b>King, Gerald K.</b> Engineer 14058048	Trans frm 66th 4/20/44 Completed Tour 7/3/44 Trans/1287 MP 7/14/44 Trans/12th RCD 8/9/44 Trans to ZOI 8/9/44 (Larson) DSD	<b>Kirmse, Robert C.</b> Bombardier 0-699530	*** Joined Sqd 4/20/44 Completed Tour 11/6/44 (Larson)
<b>King, James L.</b> Pilot 0-681117	Joined Sqd 1/31/44 KIA Gotha 2/24/44 2nd Mission (Bell) BUR Pferdsdorf/Rhon cementery	<b>Kirschling, Robert J.</b> Radio Operator 19190062	*** Joined Sqd 11/20/44 Retrn'd to ZOI 5/28/45 Flew home in 42-95021 (Van Dyke)
		<b>Kiser, Willard</b> Gunner 32836806	Joined Sqd 10/26/44 KIA Kaiserslautern 12/28/44 (Bledsoe)

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**68TH SQUADRON ROSTER**

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Klein,</b> Pilot		<b>Kochler, Harold F.</b>	Joined Sqd 1/31/44
<b>Klein, Alfred M.</b>	Joined Sqd 10/5/43	Gunner 15019186	KIA Berlin 4/29/44 (Sweigart)
Gunner 32337637	EAC FW190 Destroyed 1/21/44 POW Escalles Sur Buchy on 1/21/44 Left Gibraltar 3/30/44 Retrn'd to Base 4/14/44 Orders to ZOI 4/14/44 (Howington)	<b>Koester, Harry E.</b>	*** Joined Sqd 1/31/44 Completed Tour 8/9/44 DS/1287 MP 8/16/44 (Krebs)
<b>Klein, Warren E.</b>	Joined Sqd 12/2/43	<b>Kohler, Elmer K.</b>	Joined Sqd 7/6/44 Completed Tour 8/17/44 ✓ Trans/8th ARFD 8/17/44 (Ford) <i>Winger</i>
Gunner 16064248	POW Siracourt 2/6/44 Retrn'd to Base (Bohnisch)	<b>Kohler, John M.</b>	Joined Sqd 5/22/44 Promoted/1st Lt 7/6/44 Trans/70th RCD 8/13/44
<b>Klekar, Howard R.</b>	Joined Sqd 8/3/42	Lt	
Bombardier 0-727350	ETO/Flight Echlon 10/2/42 EAC FW190 Destroyed 1/27/43 EAC FW190 Probable 5/14/43 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 Completed Tour 8/22/43 Trans/Group 9/1/43 (Holmes)	<b>Kohley,</b>	Joined Sqd 8/16/44?
<b>Kmetz, Edward</b>	ETO/Queen Mary 9/5/42	Pilot	
T/Sgt 36233569	Trans/506th Sqd 4/21/44	<b>Kolster,</b>	Trans/1287 MP 6/16/44
<b>Knablein, Robert C.</b>	*** Joined Sqd 5/29/44	Gunner	
Pilot 0-813392	Flew 31 missions 10/10/44 Trans/12th RCD 9/15/44	<b>Komisar, Max H.</b>	Joined Sqd 12/20/44 Retrn'd to ZOI 5/22/45 Flew home in 44-50588 (Schnell)
<b>Knight, Ralph J. Jr</b>	*** Trans frm 492 BG 8/13/44	Engineer 37357058	
Gunner 11044178	Completed Tour 1/16/45 (Bridges)	<b>Konneker, Floyd W.</b>	*** Joined Sqd 3/30/44 Completed Tour 8/24/44 Flew 31 missions (Edmonson)
<b>Kobus, Kenneth L.</b>	*** Joined Sqd 12/20/44	Engineer 16150388	
Radio Operator 36676035	Retrn'd to ZOI 5/22/45 Flew home in 44-50588 (Schnell)	<b>Konstand, Gus</b>	Trans frm 492 BG 8/13/44 KIA Kaiserslautern 12/28/44
<b>Koch, Adam</b>	ETO/Queen Mary 9/5/42	Pilot 0-794428	
39605795	Home/Queen Mary 6/16/45	<b>Koontz, James M.</b>	ETO/Queen Mary 9/5/42 DS/Bengahzi 6/26/43 Flew dwn with Winger/66th Retrn'd to Base 8/26/43 DS/Tunis 9/19/43 Retrn'd to Base via ATC on 10/4/43 Home/Queen Mary 6/16/45 DSD Heart Attack 11/11/74
<b>Koch, John L.</b>	*** Joined Sqd 6/8/42	Tech Supply 13013618	
Sheet Metal 35257834	ETO/Queen Mary 9/5/42 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Home/Queen Mary 6/16/45	<b>Kopf, Harold</b>	Trans/Infantry 2/1/45
		Pvt 32421493	

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## 68TH SQUADRON ROSTER

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Kopko, Edward E.</b> Engineer 13099187	*** Joined Sqd 8/3/43/Africa Retrn'd to Base via ATC on 9/14/43 EAC Destroyed ME 262 2/24/44 Compl't'd 1st Tour 2/24/44 Trans to 50th Sta Comp. Trans to 467th B.G. Trans back to 68th Sqd. Started 2nd Tour Completed 17 missions (Lindsay)	<b>Krueger, Robert O.</b> A.M. 12044523	*** ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/28/45 Flew home in 42-95021
<b>Kopperdud,</b> Gunner	Joined Sqd 12/11/44 Home/Queen Mary 6/16/45 (Clark)	<b>Kruse, Paul J.</b> Engineer 35467328	*** Joined Sqd 2/7/44 INT Sweden (Tutow) 4/9/44 (Palmer)
<b>Kozicke, Edward</b> Gunner 32819358	Joined Sqd 12/20/44 Retrn'd to ZOI 5/22/45 Flew home in 42-51965 (Mc Kinney)	<b>Krutsch, Henry</b> Gunner 16067220	ETO/Queen Mary 9/5/42 Trans to Combat 11/10/42 KOD Froze to death 2/6/43 (Norsen)
<b>Kozlosky, Ziggle L.</b> Engineer 13084282	Joined Sqd 4/9/44 EAC ME109 Destroyed 5/29/44 INT Sweden (Politz) 5/29/44 (Foy)	<b>Krzyzewski, Ignatius P.</b> Gunner	Joined Sqd 5/17/44 (Knablein)
<b>Kramer, Chris</b> Inspector, Auto 39019176	ETO/Queen Mary 9/5/42 Paris leave 3/20/45 Dusselporph leave 5/13/45 Home/Queen Mary 6/16/45	<b>Kuch, Charles F.</b> Pilot	*** Joined Sqd 10/5/43 Completed Tour 7/2/44 Continued to Fly Trans/12th RCD 7/16/44 (Slaughter) DSD 1985
<b>Kramer, Murray</b> Radio Operator 32790652	Joined Sqd 5/29/44 Completed Tour 9/8/44 (Knablein)	<b>Kucukas, Don</b> (Marshall) Pilot 0-2058214	Joined Sqd 2/4/45 Retrn'd to ZOI 5/30/45 Flew home in 44-42189 (Lehnhausen, R)
<b>Kramer, Thomas E.</b> Radio Operator 34921688	Joined Sqd 10/25/44 Reclass to 590 on 1/22/45 Trans to Infantry 2/1/45 (Erikson)	<b>Kunath, Frank W. Jr</b> Bombardier 0-698845	Joined Sqd 5/11/44 Completed Tour 10/2/44 Trans/70th RCD 10/8/44 (Gayman)
<b>Kraynik, Daniel J.</b> Gunner 32934067	Joined Sqd 10/25/44 KIA Bingen 12/2/44 (Hobbs)	<b>Kunkel, Robert L.</b> Medic 36232741	Joined Sqd 2/15/44 DS/987 MP 2/20/44 7 Days Trans/Infantry 3/29/45
<b>Krebs, Andrew J.</b> Pilot 0-669738	Joined Sqd 3/16/44 POW Brunswick 4/8/44 (Barry)	<b>Kushinski, Edward W.</b> Engineer 16004932	Joined Sqd 4/9/44 KIA Munich 7/11/44 (Bonnett) AMC Wall of Missing
<b>Krebs, Charles V.</b> Pilot 0-677529	Joined Sqd 1/31/44 Completed Tour 6/8/44 Trans to 12th RCD 6/8/44	<b>Kustinsavage, William S.</b> Engineer 13078702	Joined Sqd 12/8/43 Completed Tour 5/13/44 Trans/66th Sqd 5/26/44 (Rose)
		<b>Kustomage,</b> Sgt	Completed Tour 5/?/44 Trans/66th Sqd

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**68TH SQUADRON ROSTER**



NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>LaCour, Bennett J.</b> Doctor 0-1683006	Joined Sqd 8/4/42 ETO/Queen Mary 9/5/42 Trans to Group 6/12/43	<b>Landers, Howard D.</b> Ordnance 34260286	ETO/Queen Mary 9/5/42 Trans 2/27/44
<b>LaFleur, Robert A.</b> Bombardier 0-727351	Joined Sqd 8/3/42 ETO/Fight Echlon 10/2/42 Trans to Group 6/10/43 DS/Benghazi 6/26/43 KIA Lecce 7/2/43 (Garrett)	<b>Landon,</b> Pilot	
<b>LaPrade, Melvin W.</b> Gunner 13121205	*** Joined Sqd 10/26/44 Completed Tour 4/4/45 Retrn'd to ZOI 5/28/45 Flew home in 44-40276 (Garbade)	<b>Landrum, Thomas W.</b> Eng Officer 0-854354	*** Joined Sqd 5/10/42 ETO/Fight Echlon 10/2/42 Trans/389th BG 6/17/43?
<b>LaValle, Aldo P.</b> Radio Operator 12083813	Joined Sqd 7/8/44 Completed Tour 11/10/44 (Mondloh)	<b>Lane, Frank W.JR</b> Navigator 0-712605	Joined Sqd 7/27/44 Completed Tour 12/11/44 (Kelly)
<b>Lacher, Wallace E.</b> Gunner 35789339	Joined Sqd P-11/44 Retrn'd to ZOI 5/28/45 Flew home in 42-95021 (Van Dyke)	<b>Langdon,</b>	Trans/Infantry 2/1/45
<b>Ladd, A.L.</b> Gunner	Completed Tour 1/27/45	<b>Langley, Omer G.</b> 15088561	ETO/Queen Mary 9/5/42 Homs/Queen Mary 6/16/45
<b>Lafferty, James E.</b> Engineer 33330340	Joined Sqd 12/20/44 Retrn'd to ZOI 5/22/45 Flew home in 42-51965 (Mc Kinney)	<b>Larrabee, Robert D.</b> Gunner	*** Trans to 66th 2/5/44 DSD 1/26/85
<b>Lamar, Gus</b> A.M. 17074048	*** Trans frm 491BG 3/18/44 Retrn'd to ZOI 5/28/45 Flew home in 44-40276	<b>Larson, Arnold V.</b> Pilot 0-684358	*** Trans frm 66th 4/20/44 Plane caught fire 5/9/44 Partial Crew bailed out Completed Tour 6/29/44
<b>Lambert, Leonard P.-Jr</b> Gunner 18202589	Joined Sqd 3/14/44 KIA Hamm 4/21/44 (Hovens) AMC Plot C, Row 5, Grave 17	<b>Lasco, Henry A.</b> Pilot 0-731886	Trans frm 66th 9/23/44 Trans to 66th 9/30/44
<b>Lambert, Robert C.</b> Engineer 14060775	Joined Sqd 8/3/42 ETO/Fight Echlon 10/2/42 No record after 11/2/42 (Norsen)	<b>Laskowski, Thomas A.-Jr</b> Radio Operator 6853902	*** Joined Sqd 9/21/42 ETO/Fight Echlon 10/2/42 INJ St Nazaire 1/3/43 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 EAC FW190 Destroyed 10/1/43 EAC ME109 Destroyed 10/1/43 Retrn'd to Base 10/12/43 Completed Tour 2/16/44 Trans to 458 B.G. (Lehnhausen,R.)
<b>Lamiska,</b>	Completed Tour 11/11/43	<b>Lastowski, John</b> Cpl (911) 32461185	Joined Sqd 3/30/44 Retrn'd to ZOI 5/22/45 Flew home in 44-50588
		<b>Lathrop, Bernard</b> Medic 36312837	*** Trans frm 506th 8/18/44 Trans to Group 10/13/44 DSD 3/9/84

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**68TH SQUADRON ROSTER**

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
Latta, William C. Gunner 12139683 Ordnance (901)	Joined Sqd 5/10/44 Busted 7/16/44 Retrn'd to ZOI 5/28/45 Flew home in 42-51108 (Smith)	Lee, Harold A. Gunner 14074143	Flew home in 42-52643 Joined Sqd 1/22/45 Retrn'd to ZOI 5/21/45 Flew home in 44-50755 (Kiggins)
Laughlin, Henry J. Gunner 39019174	*** ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45 DSD 7/19/88	Lee, Herbert H. A.M. 34058548	*** ETO/Queen Mary 9/5/42 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Trans to 392 BG 11/13/43
Lawrence Sqd. C.O.	5/8/41/thru 5/31/41	Lee, Robert J. 36153683	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
Lawrence, Cecil J. A.M. 36302905	ETO/Queen Mary 9/5/42 Paris leave 4/7/45 Home/Queen Mary 6/16/45	Lee, Robert L. Pilot	*** Joined Sqd 10/8/43 Completed Tour 4/1/44 (Cary)
Lawrence, George N. Gunner 34636492	Joined Sqd 11/2/44 Completed Tour 4/7/45 Trans to 459 BG (Beckingham)	Leedy, Donald W. Engineer 33873917	Joined Sqd 3/15/45? Retrn'd to ZOI 5/22/45 Flew home in 44-49387 (Williams, T.R.)
Lawhorn, Charles H. Navigator 0-717229	Joined Sqd 7/3/44 WIA Salzbergen 8/26/44 Retrn'd DS 10/8/44 Completed Tour 4/7/45 (Zerman)	Lehnhausen, Edward C. Pilot 0-764355	Joined Sqd 8/16/44 KIA Leverkusen 10/18/44
Lawson, <del>(GENERAL)</del> G. Gunner	Joined Sqd 2/14/43 <sup>6</sup> (Cramer) <i>off combat 1/28/43</i> Base Services <i>2/15/43</i>	Lehnhausen, Robert J. Pilot 0-728890	*** Joined Sqd 3/16/43 ✓ DS/Bengahzi 6/26/43 INJ Lecce 7/2/43 DSL Scicily 8/13/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Trans to Group 1/29/44 Rejoined 68th Sqd 4/8/44 Promoted to C.O. 4/11/44 Completed Tour 10/2/44 Promoted Lt. Col. 4/19/45 Retrn'd to ZOI 5/30/45 Flew 44-42189 Home
Lazarewicz, Michael			
LeJune, Charles P. Photo (945) 14070932	ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/22/45 Flew home in 44-50769	Lehr, Russell C. Statistical Off. 0-561492	Trans to Group 8/15/42 ETO/Queen Mary 9/5/42 Trans to 14th CBW 9/16/43
Leachman, Loyd G. Jr Engineer 18169495	*** Joined Sqd 7/27/44 Completed Tour 1/17/45 (Liebrich)	Leibner, Albert W. Radio Operator 32114292	Joined Sqd 1/4/45 Retrn'd to ZOI 5/21/45 Flew home in 44-50536 (Warner)
Lee, Albert J. (521) 32421131	Trans frm 491 BG 3/29/44 Trans/Infantry 2/1/45		
Lec, Claude E. Crew Chief 14043005	*** ETO/Queen Mary 9/5/42 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Retrn'd to ZOI 5/28/45		

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Leigh, Harry T.</b> Radio Op.	Joined Sqd 7/27/44 Completed Tour 1/17/45 (Liebrich)	<b>Lindsay, Robert O.</b> Gunner 34613746	*** Trans to 66th 8/6/44 (Davis)
<b>Lengfeld, Carl H.</b> Nose Turret 36826895	Joined Sqd 12/20/44 Retrn'd to ZOI 5/22/45 Flew home in 44-50588 (Schnell) DSD	<b>Linville, Norman B.</b> Gunner 15335394	Joined Sqd 6/19/43 DS/Tunis 9/19/43 Retrn'd to Base via ATC on 10/4/43 EAC FW 190 Destroyed 1/21/44 DS? 7/4/44 Completed Tour <del>8/13/44</del> Trans to 12th RCD 8/13/44 (Gildart)
<b>Leopold, Gerald L.</b> PFC (055) 16042058	Joined Sqd 3/30/44 Retrn'd to ZOI 5/21/45 Flew home in 44-50536	<i>7/24/44</i>	
<b>Letea, Sgt</b>	Joined Sqd Prior 5/14/44	<b>Lipenski,</b> 1st Sgt.	Went AWOL 5/42, busted Trans out of Sqd.
<b>Lethrop, Bernard</b> PFC	Joined Sqd 8/20/44 Home/Queen Mary 6/16/45	<b>Lipton, GERALD P.</b> Lt <i>BOMB.</i>	DS/Station 102 10/25/44 Trans to 66th 11/12/44
<b>Levake, John W.</b> Radio Operator 19186283	Joined Sqd 3/24/44 KIA Berlin 4/29/44 (Sweigart)	<b>Lloyd, Jack L.</b> Armament 36335164	*** ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/28/45 Flew home in 44-40276
<b>Leverich, William F.</b> Engineer 37224192	Joined Sqd 12/2/43 KIA Siracourt 2/6/44 (Bonnisch)	<b>Lloyd, John B.</b> 35255929	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Liebrich, Jack R.</b> Pilot 0-702295	Joined Sqd 7/27/44 Completed Tour 1/17/45	<b>Loflin, William E.</b> Bombardier T-123016 0-1996114	Trans frm 492 BG 8/13/44 Promoted 2nd Lt 9/12/44 WIA Best Holland 9/18/44 ✓ KIA Kaiserslatern 12/28/44 (Konstand)
<b>Light, Herbert M.</b> Bombardier 0-727354	*** Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 EAC FW190 Destroyed 3/18/43 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 Completed Tour 8/22/43 Trans to 2nd AD 9/18/43 (Diehl)	<b>Logan, Donald J.</b> Engineer	Joined Sqd 11/15/43?
<b>Lillard, James F.</b> Communication 34261755	*** ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	<b>Logan, William J.</b> Navigator 0-702940	Joined Sqd 7/6/44 (Kohler)
<b>Lilley, Robert F.</b> Gunner 17035867	Joined Sqd 10/14/42 KIA Abbeyville 12/6/42 (Dubard)	<b>Long, Raymond J.</b> Gunner 35678775	Joined Sqd 2/7/44 INT Tutow (Brunswick) 4/9/44 (Palmer)
<b>Lindsay, Gerald G.</b> Pilot 0-719686	*** Joined Sqd 12/15/44 Retrn'd to ZOI 5/28/45 Flew 41-10504 Home	<b>Long, Virgil B.</b> Tech Supply 15073746	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
		<b>Longan, Myron H.</b> Radio Operator	Joined Sqd 10/8/43 Completed Tour 4/1/44 Trans to 12th RCD 4/15/44 ✓ (Cary)

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Lopez, Oliver M.</b> Radio Operator 37336249	*** Joined Sqd 7/27/44 Completed Tour 12/11/44 Trans to ZOI 1/8/45 (Kelly)	<b>Ludwick, Leonard H.</b> Bomb S. Off	Flew home in 44-50755 Joined Sqd 5/7/43 Trans to 492nd BG 7/20/44
<b>Lopez, Victor A.</b> Radio Operator 18135755	Joined Sqd 6/19/43 DS/Benghazi 6/26/43 Retrn'd to Base 8/16/43 DS/Tunis 9/16/43 WIA Wiener-Neustadt 10/1/43 Retrn'd to Base via ATC on 10/4/43 Rejoined Sqd/Hosp 1/11/44 KIA Brunswick 4/8/44 (Altemus)	<b>Lund, Hilmer G.</b> Engineer 37138610 <i>Error?</i> S/B LUND, PHILMORE RADIO OP. T/S 37138610	ETO/Flight Echlon 10/2/42 Flew over/Brandon of the 66th Sqd. KIA 20 DEC 44 Trans to the 68th Sqd? <i>NO</i> DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 DS/1287 M.P. 6/16/44 Trans to 12th RCD 8/3/44 (Williams, S.) SAM
<b>Lopez, Vincent G.</b> Gunner 12088339	Joined Sqd 12/8/43 Completed Tour 5/19/44 Trans to 66th 5/26/44 (Rose)	<b>Lundquist, William A.</b> Pilot 0-784742	Joined Sqd 2/19/45 Retrn'd to ZOI 5/21/45 Flew home in 44-49425 (Roberts)
<b>Lorenzetti, Bruno W.</b> A.M. 32977359	Trans frm 491 BG 3/18/44 Retrn'd to ZOI 5/28/45 Flew home in 42-51108	<b>Lunnenfeld, Raymond C.</b> Navigator 0-789480 1 ST LT.	Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 KIA Wilhelmshaven 1/27/43 (Sullivan)
<b>Loricchio, Peter J.</b> Ordnance (911) 32248754	Retrn'd to ZOI 5/30/45 Flew home in 42-109805	<b>Luthman, Paul A.</b> Gunner 35226707	Joined Sqd 7/3/44 WIA Bernberg 7/7/44 Trans to Hosp 7/17/44 Retrn'd to ZOI 5/30/45 Flew home in 42-109805 (Dobbs) DSD 1984
<b>Lough, Robert L.</b> Pilot T-126827	Joined Sqd 10/10/44 KIA Dortmund 1/28/45 (Corwine)	<b>Lybarger, William B.</b> Radio Operator 39556559	Trans frm 492 BG 8/13/44 POW Kaiserslatern 12/28/44 (Konstand)
<b>Louvelle, ?</b>	Completed Tour 8/13/44	<b>Lyman, John M.</b> Radio Operator 11066620	*** Joined Sqd 6/19/43 DS/Tunis 9/16/43 Retrn'd to Base via ATC on 10/4/43 POW Brunswick 4/8/44 Retrn'd to Base (Townsend)
<b>Loving, Willie R.</b> Gunner 18183242	Joined Sqd 4/18/44 EAC ME420 Damaged 7/7/44 Trans to 12th RCD 9/15/44 (Edmonson)		
<b>Lucchesi, Mateo</b> PFC (345) 39088569	ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/21/45		

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Mac Cammond, James A. Jr</b> Gunner 11040993	*** Joined Sqd 8/3/42 ETO/Queen Mary 9/5/42 WIA Dunkirk 2/15/43 POW Kiel 5/14/43 (O'Brien)	<b>Mankus, Mathew</b> Gunner 33778322	Joined Sqd 11/20/44 Retrn'd to ZOI 5/30/45 Flew home in 42-95021 (Almonia)
<b>Mace, Glenn E. Jr</b> Gunner 17151925	Joined Sqd 10/10/44 KIA Dortmund 1/28/45 (Corwine)	<b>Manley, Robert H.</b> A.M.	Home/Queen Mary 6/16/45
<b>Mackey, Homer R.</b> Radio Operator 18120703	*** Joined Sqd 11/10/44 Completed 28 missions Retrn'd to ZOI 5/30/45 Flew home in 42-95001 (Ackerman)	<b>Manning, Frank Jr</b> Gunner 17037062	*** Trans/ 66th 4/20/44 POW St. Trond 5/9/44 26th Mission (Larson)
<b>Mackley, James R.</b> 1st Lt	Trans frm 50th Sta Comp on 3/29/44	<b>Manning, Gerald P.</b> 11033228	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Maddox, David L.</b> A.M. 34420469	*** Retrn'd to ZOI 5/28/45 Flew home in 42-95001	<b>Manning, Patrick A.</b> A.M. 36663889	Trans frm 491 BG 3/18/44 Home/Queen Mary 6/16/45
<b>Maggard, Clyde</b> 35264289	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	<b>Mannisto, Martin N.</b> Gunner 36380299	Joined Sqd 3/2/44 Bailed out 7/4/44 Completed Tour 7/7/44 DS/1287 MP 7/9/44 Trans to ZOI 8/9/44 (Schaefer)
<b>Magnuson, Lester</b> 37160191	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	<b>Manshack, Buster R.</b> Radar Equip. 6289574	Trans frm 392 BG 1/25/45 Home/Queen Mary 6/16/45
<b>Majewski, John A.</b> Engineer 36379422	Joined Sqd 3/2/44 Bailed out 7/4/44 Completed Tour 7/7/44 DS/1287 MP 7/9/44 Trans to ZOI 8/9/44 (Schaefer)	<b>Manter, Robert I.</b> A.M. 11037728	*** ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Malinowycz, Jerome S.</b> Radio Operator 32286655	Joined Sqd 4/21/44 POW Bernberg 7/7/44 (Steinke)	<b>Manthey, Robert C.</b> Gunner 37308790	Joined Sqd 7/8/44 Trans/458 BG 8/13/44 (Bravakis)
<b>Manelski, Edwin N.</b> Ordnance 15354115	Joined Sqd 3/30/44 Retrn'd to ZOI 5/28/45 Flew home in 42-51108	<b>Marchuck, George</b> PFC (932) 32926572	Retrn'd to ZOI 5/28/45 Flew home in 41-10504
<b>Maneval, Weldon H.</b> Navigator 0-750204	Joined Sqd 12/8/43 KIA Escalles Sur Buchy on 1/21/44 (Starring)	<b>Marcinkevicius, Albert</b> A.M. 11121134	Trans/ 491st BG 3/18/44 Retrn'd to ZOI 5/21/45 Flew home in 42-50551
		<b>Marcoullier, Arthur S.</b> Pilot	*** Joined Sqd 9/5/43 Completd Tour 8/3/44 Trans/8th AF 8/17/44 DSD 8/2/71 Heart Attack
		<b>Marion, Ross K.</b> PFC (237) 37613721	Retrn'd to ZOI 5/28/45 Flew home in 41-10504

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Mark, Norman H.</b> (852) 33694513	Retrn'd to ZOI 5/22/45 Flew home in 44-50588	<b>Mathews, Jarvis W.</b> PFC (911) 34446859	AWOL 11/13/44 Retrn'd to ZOI 5/22/45 Flew home in 44-50588
<b>Marquez, William S.</b> Engineer 34132524	Joined Sqd 12/15/44 (Lindsey) †	<b>Mathisen, Gary M.</b> Pilot 0-735418	Joined Sqd 10/18/43 KIA Escalles Sur Buchy on 1/21/44
<b>Marx,</b> Cpl	Joined Sqd 11/23/44	<b>Mattino, Alphonse</b> Radio Operator	Joined Sqd 9/5/43 WIA Heliogoland 10/14/43 Completed tour 8/17/44 Trans/8th AFRD 8/17/44 (Marcoullier)
<b>Martin, C.A.</b> Radio Operator	Joined Sqd 10/5/43 Completed Tour 8/2/44 Trans to ZOI 8/12/44 (Slaughter)	<b>Maurer, Joseph H.</b> A.M. 14063460	*** Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/28/45 Flew home in 42-51224
<b>Martin, Chester A.</b> Radio Operator	*** Joined Sqd 10/5/43 POW Bremen 12/16/43 (Jones)	<b>Maxby, Eldon A. Jr</b> Radio Operator 38446911	Joined Sqd 4/21/44 (Parks)
<b>Martin, Donald W.</b> Gunner 35635891	Joined Sqd 1/31/44 EAC ME109 Destroyed 4/8/44 Completed Tour 7/9/44 Trans to ZOI 7/29/44 (Krebs)	<b>Maxwell, Hugh C. Jr</b> Pilot 0-690233	Joined Sqd 7/16/44 DS/Belgium 11/30/44 Completed Tour 3/24/45 (Seever) DSD 1950
<b>Martin, George P.</b> Pilot 0-666328	Joined Sqd 6/17/43 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 C/L Hag Mag at Maraketch on 10/2/43 Retrn'd to Base via ATC on 10/4/43 Completed Tour 4/29/44 Trans/66th 6/2/44	<b>Maxwell, Robert W.</b>	Base Services
<b>Marvill, Walter W.</b> Mess Sgt 6850688	ETO/Queen Mary 9/5/42 Rotated/ States 3/23/44	<b>May, Roy P. Jr</b> Gunner 33206311	Joined Sqd 8/3/43 Rlv'd TD/1287 MP 6/2/44 Completed Tour 11/17/44
<b>Masiejczyk, Henry</b> Cpl	Joined Sqd 8/22/44 Home/Queen Mary 6/16/45	<b>May, William E.</b> Radio Operator 32453640	Joined Sqd 6/19/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 MIA Langenhagen 4/8/44 ? (Altemus)
<b>Masters, Harry J.</b> A.M. 32938638	*** Trans/ 491 BG 3/18/44 Retrn'd to ZOI 5/28/45 Flew home in 42-51224 DSD Heart Attack 5/4/89	<b>Meador, Smith J. Jr</b> Pilot 0-742759 Aast Equip. Off.	Trans frm 392 BG 10/5/43 Trans to Ground Duties DS/8th AF 4/14/44 Retrn'd to Base 5/26/44 DS/8th Aaf 113 6/18/44 Retrn'd to Base 7/3/44
<b>Mathews, Harold G.</b> Prop Spclst 12069211	*** ETO/Queen Mary 9/5/42 DS/Great Sanky 10/10/44 Retrn'd to Base 10/28/44 Retrn'd to ZOI 5/28/45 Flew home in 41-10504	<b>Meagher, Robert E.</b> Pilot	***
*** Denotes Current Address		<b>Means, Rollo</b> A.M.	*** Joined Sqd 6/8/42 Home/Queen Mary 6/16/45

**68TH SQUADRON ROSTER**

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
Means, Walter E. Jr Ordnance (754) 13085871	*** Trans frm 491 BG 3/18/44 Home/Queen Mary 6/16/45	Merrigan, John C. (Cont'd)	(Hughes) AMC Plot B, Row 5, Grave 58
Mears, William J. <i>G</i> Radio Operator 31020279	Joined Sqd 4/10/42 ETO/Flight Echlon <u>10/2/42</u> KIA Abbeyville <u>12/6/42</u> (Dubard)	Merriman, Fred W. Cpl (345) 35363367	Joined Sqd 7/15/44 Retrn'd to ZOI 5/22/45 Flew home in 44-40276
Meehan, <i>VINCENT J.</i> Radio Operator	Joined Sqd 9/23/44 (Peter)	Mervis, Irwin Intellegence 0-561674	Joined Sqd 8/6/42 Trans to Group 8/15/42 ETO/Queen Mary 9/5/42 Trans/506th Sqd 9/11/43
Meek, Capt	Trans frm 50th Sta Comp on 8/2/44 Trans to 50th Sta.Comp. 8/9/44	Messick, Paul D. A.M. 35223039	Retrn'd to ZOI 5/26/45 Flew home in 42-50806
Melchert, John L. Gunner 12033876	*** Joined Sqd 7/5/44 Retrn'd to ZOI 5/21/45 Flew home in 42-51704 (Crump)	Metsa, Tauno I. Engineer 36167686	Joined Sqd 4/10/42 <i>1943 RAF</i> ETO/Flight Echlon 10/2/42 EAC ME110 Destroyed 2/26/43 DS/Bengahzi 6/26/43 Completed Tour 8/22/43 Retrn'd to Base 8/26/43 Retrn'd to ZOI 8/24/43 (Holmes)
Mendenhall, Max D. Pilot 0-742505		Meyer, Elwyn A. Navigator	*** (Ricketts)
Menos, PFC	Joined Sqd 6/14/44	Meyer, Leon O. Navigator	*** Joined Sqd 11/15/43 Completed Tour 8/17/44 Trans/12th RCD 8/23/44
Mendenwalt, George V. Bombardier 0-782935	Joined Sqd 10/26/44 Completed Tour 4/18/45 Retrn'd to ZOI 5/28/45 Flew home in 44-40276 (Garbade)	Meyer, Elwyn A. Navigator 0-703286	*** <u>Joined Sqd 5/21/44</u> Completed Tour 8/13/44 Trans/8th AFRD 8/20/44 (Ricketts)
Mentor, John Ordnance 32290448	Joined Sqd 4/17/44 Retrn'd to ZOI 5/26/45 Flew home in 42-50806	Meyer, Robert L. Gunner 39860880	*** Joined Sqd 11/2/44 Completed Tour 4/8/45 Retrn'd to ZOI 5/26/45 Flew home in 42-50806 (Erickson)
Mercer, James D. Engineer	Joined Sqd 10/8/43 Completed Tour 4/1/44 Trans/12th RCD 4/15/44 (Cary)	Mickey, James D. Gunner 35305177	Joined Sqd 6/19/43 DS/Tunis 9/16/43 Retrn'd to Base via ATC on 10/4/43 KIA Brunswick 4/8/44 (Lehnhausen,R.)
Merrigan, John C. Gunner 10601009	Joined Sqd 3/10/43 DS/Bengahzi 6/26/43 EAC ME110 Destroyed 8/1/43 EAC ME109 Destroyed 8/21/43 Retrn'd to Base 8/26/43 DS/Tunis 9/19/43 Retrn'd to Base 10/12/43 EAC ME109 Destroyed 11/18/43 KIA Oslo-Kjeller 11/18/43	Mikulas, Jerome J. Gunner 38364848	*** Joined Sqd 7/27/44 Completed Tour 1/8/45 (Liebrich)

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**68TH SQUADRON ROSTER**

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
Milillo, Antonio Gunner 31168071	Joined Sqd 1/31/44 KIA Gotha 2/24/44 2nd mission (Bell) BUR Pferdsdorf/Rhon cemetary Grave 203	Mitchell, Duane E. Navigator 0-698751	*** Joined Sqd 4/21/44 POW Bernberg 7/7/44 Liberated 4/9/45 (Steinke)
Miller, Arne W. Gunner 36322909 (911)	Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 Trans to Ground Trans to Hdqtrs 8/20/44 (O'Brien) Retrn'd to ZOI 5/30/45 Flew home in 42-95001	Mitchell, Edward R. Pilot 0-728013	Trans frm 67th 10/6/43 MIA Oslo-Kjeller 11/18/43 AMC Wall of Missing
Miller, Clarence R. Medic (405) 35275861	Trans to Group 8/18/44 <i>from 61<sup>st</sup>?</i>	Mitchell, Morris D. Pvt(345) 14160353	Joined Sqd 7/15/44 Retrn'd to ZOI 5/28/45 Flew home in 41-10504
Miller, Dean Pilot 0-733691		Mitchell, Robert A. Gunner 15323016	Joined Sqd 12/8/43 POW Escalles Sur Buchy on 1/21/44 (Starring)
Miller, George W.		Mitsche, Michael P. Gunner	Joined Sqd 10/5/43 EAC FW190 Destroyed 12/11/43 WIA Emden 12/11/43 Trans/77th Hosp 12/21/43 (Howington)
Miller, Robert F. Engineer 36679322	Joined Sqd 11/23/44 Retrn'd to ZOI 5/30/45 Flew home in 42-109805	Mockley, <i>JAMES H</i> Navigator	Joined Sqd 9/5/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Completed Tour 8/12/44 Trans to 66th 8/13/44 Rejoined 68th 8/23/44 Trans/12th RCD 9/15/44 (Marcoullier)
Miller, Samuel H. Gunner 13090675	Joined Sqd 6/19/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 INT Oslo-Kjeller 11/18/43 Rejoined Sqd 9/1/44 (Weant)	Mondloh, Raymond L. Pilot 0-696863	Joined Sqd 7/8/44 Completed Tour 11/8/44 Trans/70th RCD 12/5/44 DSD
Milojevich, John H. Gunner 37457663	Joined Sqd 6/19/43 DS/Tunis 9/16/43 EAC ME110 Destroyed 10/9/43 Retrn'd to Base 10/12/43 Neck frozen 12/16/43 Busted 2/1/44 INT Friedrichshafen 3/18/44 Retrn'd to Base 2/23/45 (Dyer)	Monnisto, Gunner	Completed tour 8/9/44 Trans/12th RCD 8/9/44
Milrod, Murray Radar Navigator 0-707304	Trans frm 392 BG 1/25/45 Trans to 392 BG 2/19/45	Monohan, Eugene <i>R</i> Bombardier 0-734485	Joined Sqd 6/17/43 DS/Bengahzi 6/26/43 KIA Lecce 7/2/43 (Peterson)
Minnis, Richard Sgt (938) 15126859	Retrn'd to ZOI 5/21/45 Flew home in 44-49425	Montre, Don W. Engineer 39331313	Joined Sqd 10/25/44 EUS Bingen 12/2/44 Retrn'd/Military Control on 3/27/45

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Montre, Don W.</b> (Cont'd)	(Hobbs) DSD 5/12/66	<b>Morris, Joseph C.</b> Gunner	Trans frm 1132 QM 7/1/44 Trans/Infantry 2/1/45
<b>Mooney, Joseph F.</b> Instruments 32178047	ETO/Queen Mary 9/5/42 DS/Liverpool 12/8/43 Retrn'd to Base 12/22/43 DS/Melkam 8/15/43 Home/Queen Mary 6/16/45	<b>Morris, Louis W.</b> Ordnance 36335160	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Moore, Heath</b> Pvt (590) 34113664	ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/22/45 Flew home in 42-51965	<b>Morrissey, Redman J.</b> Engineer 12018484	Joined Sqd 1/28/45? Retrn'd to ZOI 5/28/45 Flew home in 42-51224 (Anderson)
<b>Moore, Kenneth J.</b> Gunner 39081967	Joined Sqd 3/2/44 Bailed out 7/3/44 Completed Tour 8/9/44 Trans to ZOI 8/9/44 (Schaefer)	<b>Morrison,</b> Pilot	Trans/12th RCD 7/18/44
<b>Moore, Kenneth H.</b> Pilot 0-727249	Joined Sqd 8/6/42 ETO/Queen Mary 9/5/42 KIA Wilhemshaven 1/27/43 (Cargile)	<b>Morrison, Harold C.</b> Pilot 0-737206	*** Trans frm 66th 4/20/44 Completed Tour 7/4/44 Trans to ? B.G. 7/14/44 Retrn'd to ZOI 8/5/44
<b>Moore, Ralph E.</b> 36322792	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	<b>Mortimer, Cecil W.</b>	
<b>Moore, Warren E.</b> Gunner 36406564	Joined Sqd 9/21/43 WIA Bremen 11/13/43 Completed Tour 7/11/44 DS/1287 MP 7/17/44 Trans to ZOI 8/9/44 (Anderson, A.)	<b>Morton, James E. Jr.</b> Sgt (683) 33478024	Retrn'd to ZOI 5/28/45 Flew home in 42-95021
<b>Moss, James D.</b> Bombardier 0-752892	*** Trans frm 66th 4/20/44 POW Bernberg 7/7/44 Down on 35th mission (Wilson)	<b>Morton, William G.</b> Engineer 6953931 0-1997830	*** Joined Sqd 3/16/43 DS/Benghazi 6/26/43 EAC FW190 Destroyed 8/1/43 EAC ME109 Destroyed 8/16/43 EAC ME109 2 Destroyed 8/21/43 Retrn'd to Base 8/26/43 DS/Tunis 9/19/43 EAC ME109 Destroyed 10/1/43 Retrn'd to Base 10/12/43 Completed Tour 2/27/44 Recvd Fld Coman 11/23/44 DS/Inst.School 4/23/44 (Lehnhausen, R.)
<b>Morgan, Earl J.</b> Navigator 0-717567	Joined Sqd 7/21/44 Completed Tour 4/3/45 (Eckstein)	<b>Mott, Charles M.</b> Armament 34057872	*** ETO/Queen Mary 9/5/42 Paris leave 4/5/45 Retrn'd to ZOI 5/28/45 Flew home in 42-52643
<b>Morganthaler, Ted J.</b> Ordnance (901) 32389667	*** Trans frm 50th Sta Comp 6/14/44 Retrn'd to ZOI 5/22/45 Flew home in 44-50512	<b>Mott, Charles</b> Gunner	Joined Sqd 7/17/44 Trans/4210 Hosp 7/10/44
<b>Morin, Joseph E.</b> Gunner 20108491	Joined Sqd 12/2/43 KIA Siracourt 2/6/44 (Bonnisch)	<b>Moyer, Harry J.</b> Medic 15098967	ETO/Queen Mary 9/5/42 DS/Tunis 9/16/43 Retrn'd to Base via ATC on 10/4/43 DS/Station 365 4/20/44

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
Moyle, George B. Bombardier 0-752346	*** Trans frm 66th 4/20/44 POW St.Trond 6/9/44 26th mission (Larson)	Mungovan, Michael J. Bombardier 0-682122	Joined Sqd 1/31/44 Completed Tour 5/30/44 Trans to 491 BG 6/8/44 (Krebs)
Moyle, Richard P. Gunner 31197764	*** Joined Sqd 7/27/44 Completed Tour 12/5/44 Trans/70th RCD 1/13/45 (Liebrich) DSD 1982	Munter, Leonard 1st Lt 0-866707	L.O.A. approx 2/15/45
Moze, Emmett P. Engineer 7033287	Joined Sqd 1/22/45 Retrn'd to ZOI 5/21/45 Flew home in 44-50755 (Kiggins)	Murphy, A.M.	
Muhl, Arthur C. Gunner	(Brown)	Murphy, Charles B. Pilot 0-755594	*** Trans frm 66th 4/20/44 Trans to ? BG 5/31/44 POW Bernberg 7/7/44 Down on 35th mission (Wilson)
Mull, Frank S. Ordnance (678) 34036636	*** DS/Kirkham 8/13/44 DS/Kirkham 2/5/45 (for 7 days) DS/Kirkham 3/10/45 Retrn'd to ZOI 5/28/45 Flew home in 41-20504	Murphy, Edgar F. Pilot 0-806885	*** Joined Sqd 1/31/44 DS/ATC Hdqtrrs 8/2/44 Completed Tour 8/9/44 Trans to ZOI 8/9/44 (Krebs) DSD 1988
Mullen, Arthur C. Jr Radio Operator 33221414	Joined Sqd 7/10/43 DS/Bengahzi ATC 7/18/43 Retrn'd to Base 9/14/43 DS/Tunis 9/16/43 Retrn'd to Base via ATC on 10/4/43 Completed Tour 7/13/44 DS/1287 MP 7/14/44 Trans to ZOI 8/9/44 (Lee)	Murphy, George J. Navigator 0-688456	*** Joined Sqd 3/15/44 POW Brunswick 4/8/44 (Barry)
Mulrooney, Francis J. Medic 32496545	Sent home 3/4/44	Murrell, Loughridge C. S/Sgt 18030353	*** ETO/Queen Mary 9/5/42 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Home/Queen Mary 6/16/45
Munds, Granville F. PFC (345) 39021150	Trans frm 50th StaComp on 6/14/44 Retrn'd to ZOI 5/30/45 Flew home in 42-109805	Musser, James F. Ordnance 36208124	ETO/Queen Mary 9/5/42 Promoted S/Sgt 3/15/43 Home/Queen Mary 6/16/45
		Myers, Billie B. <i>Sgt?</i> Gunner 18166363	Joined Sqd 10/8/43 MIA Oslo-Kjeller 11/18/43 (Mitchell) AMC Wall of Missing
		<i>Sorte 26 Sep 43</i> Myers, Rudy S. Jr Gunner 18170066	Joined Sqd 10/8/43 EAC ME109 Damaged 11/13/43 KIA Siracourt 2/11/44 (Cary, J.)

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Mc Alister, George E.</b> Gunner 35350641	*** Joined Sqd 8/20/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 EAC FW190 Destroyed 4/22/44 Completed Tour 5/21/44 Trans to 66th Sqd DS/Commandos 6/4/44 7 Mission (Williams,S.) 19 Missions (Davido) 4 Missions (Anderson) Flew Home 9/6/44	<b>Mc Clain, Joan W.</b> Gunner	Joined Sqd Prior 9/44 Completed Tour 12/21/44 (Washburn)
<b>Mc Atee, Patrick H.Jr</b> Gunner 35041343	*** Joined Sqd 8/3/42 ETO/Fight Echlon 10/2/42 EAC FW190 Destroyed 2/15/43 EAC FW190 Destroyed 3/18/43 EAC FW190 Destroyed 5/14/43 DS/Benghazi 6/26/43 Completed Tour 8/22/43 Retrn'd to Base 8/22/43 Reclass to 938 2/11/45 Inst.Gunners/thru 5/45 (Diehl) Retrn'd to ZOI 5/30/45 Flew home in 44-42189	<b>Mc Clane, John W.Jr</b> Navigator 0-814368	*** Joined Sqd 4/14/44 Completed Tour 10/2/44 Trans/70th RCD 10/9/44 (Peretti)
<b>Mc Cabe, John W.</b> Bombardier 0-769159	Joined Sqd 6/23/44 DS/Station 101 8/1/44 Susp.frm flying 8/9/44 (Borah)	<b>Mc Clendon,</b> Pilot	Joined Sqd Prior 5/44 DS/Rest Home 5/16/44
<b>Mc Cabe, Kenneth C.</b> Engineer 16001425	Joined Sqd 8/3/42 ETO/Fight Echlon 10/2/42 EAC FW190 Destroyed 3/8/43 POW Kiel 5/14/43 (O'Brien)	<b>Mc Clendon, Samuel L.</b> Bombardier	Joined Sqd 6/17/43 EAC FW190 Destroyed 5/14/44 Completed Tour 6/6/44 Trans/12th RCD 6/9/44 (Schaefer)
<b>Mc Camey, JOHNNY E</b> Navigator <i>R/W</i>	Joined Sqd 9/23/44 (Peter)	<b>Mc Cracken, Floyd E.</b> Bombardier 0-772990	*** Joined Sqd 9/13/44 Completed Tour 4/20/45 Retrn'd to ZOI 5/21/45 Flew home in 44-49425 (Roberts)
<b>Mc Candless, Donald G.</b> Gunner 13038391	Joined Sqd 10/8/43 KIA Munich 7/11/44 (Bonnett)	<i>McCRACKEN FLOYD E</i> <i>102 McGRADY</i> <b>Mc Crakin,</b> Gunner	
<b>Mc Candless, Edward C.</b> S/Sgt	Joined Sqd 5/24/44	<b>Mc Devitt Jack P</b> Pilot	DS/Station 102 10/25/44 Trans/392 BG 11/16/44
<b>Mc Cants, Harold E.</b> Lt 0-727357	Joined Sqd 8/3/42 Trans to Group 8/15/42	<b>Mc Donald, James R</b> Bombardier 0-738994 Asst Ord Off.	Joined Sqd 9/1/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/44 Trans/Ordance 3/28/44 DS/Station 101 3/9/44 Retrn'd to Base 3/19/44 DS/Station 147 12/10/44 DS/Station 147 1/4/45 Trans/2nd AD Hqts 1/18/45 (Williams, S.)
<b>Mc Carten, Vincent F.</b> Pilot 0-833549	Joined Sqd 12/20/44 Retrn'd to ZOI 5/22/45 Flew home in 44-50588 (Schnell)	<i>TOWNSEND</i> <i>3/3/44</i>	
<b>Mc Carty, Lanville O.</b> Gunner 35278030	Joined Sqd 8/3/42 ETO/Fight Echlon 10/2/42 ETO/Queen Mary 9/5/42 (Shows on both listings) INJ St Nazaire 1/3/43 Completed Tour 11/25/43 (Erwin)	<b>Mc Dowell, Leslie R.</b> A.M. 37436065	Retrn'd to ZOI 5/28/45 Flew home in 42-51108
		<b>Mc Duff, Francis H.</b> Sqd C.O. 0-21483	Joined Sqd 4/10/42 Promoted to C.O. 5/16/42 ETO/Fight Echlon 10/2/42 Rotated/US 4/13/43
		<b>Mc Farland, John W.</b> Bombardier 0-682557	Joined Sqd 1/31/44 INT Friedrichshaven 3/18/44 (Dyer)
		<b>Mc Garry</b> Engineer	Joined Sqd 1/28/45? (Clark)
		<b>Mc Gee, John H.</b> Gunner 16075990	MIA Cologne 10/18/44 Retrn'd to Base Trans/70th RCD 10/26/44
		<b>Mc Gee, Robert E.</b> Gunner 15133325	Joined Sqd 8/17/44 (Dayball)

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Mc Ginnis, Benton W. Armament Off. 0-561591	Promoted/Captain 6/3/44	Mc Kinnon, Wallace W. 34262220	ETO/Queen Mary 9/5/42 Vol/Infantry 2/28/45
Mc Glynn, Jack G. Sheet Metal 16001719	*** ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45 DSD	Mc Lean, Donald H. Gunner	Joined Sqd 7/6/44 Completed Tour 4/7/45 (Van Dyke)
Mc Goldrick, William E. Engineer 32381135	Joined Sqd 2/28/44 INT Friedrichshafen 3/18/44 Retrn'd to Base 2/23/45 (Nichols)	Mc Lister, George E. Gunner 35350914	Joined Sqd 9/1/43 (Williams, S.)
Mc Govern, Phillip O. Gunner 11027228	Joined Sqd 9/13/44 Completed Tour 4/20/45 (Gillispie)	Mc Mackin, Charles G. Bombardier 11047450	Joined Sqd 4/10/42 ETO/Queen Mary 9/5/42 EAC FW190 Destroyed 1/27/43 WIA Dunkirk 2/15/43 DS/Benghazi 6/26/43 Completed Tour Prr/8/1/43 KIA Ploesti 8/1/43 26th Mission (Houston)
<sup>CRADY</sup> Mc Grady, Leo V. Jr Intelligence 17056134 Gunner	Joined Sqd 3/31/42 ETO/Queen Mary 9/5/42 Trans to Combat 3/1/43 KIA Kiel 5/14/43 (Jansen) AMC Plot E, Row 4, Grave 91	Mc Mullen, Lawrence (521) 38654720	Joined Sqd 3/29/45 Home/Queen Mary 6/16/45
Mc Greger, Lee A. Engineer 36421814	Joined Sqd 2/4/45 Retrn'd to ZOI 5/21/45 Flew home in 42-51704 (Crump)	Mc Namara, John S. Navigator 0-694688	*** Joined Sqd 2/28/44 INT Friedrichshafen 3/18/45 (Nichols)
Mc Kenna, Raymond H. Engineer 31166162	Joined Sqd 3/15/44 KIA Brunswick 4/8/44 (Barry)	Mc Nulty, Joseph W. Gunner 31173308	Joined Sqd 3/2/44 Bailed out 7/4/44 Completed Tour 7/9/44 DS/1287 MP 7/17/44 Trans to ZOI 8/9/44 (Schaefer)
Mc Kinney, Samuel Jr Pilot 0-719696	*** Joined Sqd 12/20/44 Retrn'd to ZOI 5/22/45 Flew 42-51965 Home	Mc Whorter, Lamar Engineer 34442753	Joined Sqd 3/24/44 KIA Berlin 4/29/44 (Sweigart)
Mc Kinnon, Gunner			
<b>N</b>			
Naber, Julius V. Gunner 37263649	<sup>Spent</sup> KIA Berlin 4/29/44 (Sweigart)	Nalipa, Stanley C. Gunner 15324363	Joined Sqd 3/5/44 KIA Bernberg 7/7/44 (Weaver)
Nagler, Navigator	Joined Sqd 12/11/44 (Clark)	Nanson, Fred A. 38087897	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
Naker, J.R. Engineer	Completed Tour 4/20/45	Nealon, Walter K. Bombardier 11032596	*** Joined Sqd 4/10/42 ETO/Queen Mary 9/5/42 DS/Tunis 9/16/43 Rtrn'd to Base 10/12/43 EAC FW190 Destroyed 12/11/43
Nalbandian, Phillip Radio Operator 31308235	Joined Sqd 6/23/44 Trans/70th RCD 2/14/45 (Borah)		

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Nealon, Walter K. (Cont'd)	EAC ME109 Destroyed 2/24/44 POW Brunswick 4/8/44 Rtrn'd (Townsend)	Nichols, Stanley R. Engineer 36171786	*** Joined Sqd 6/19/43 DS/Tunis 9/16/43 Rtrn'd to Base 10/12/43 Trans to 319 BG 10/14/43 (Lehnhausen, R.)
Nebalas, ? Lt	INT Switzerland Rtrn'd/Base 10/13/44	Nicholson, Robert J. Lt 0-733086	Joined Sqd 1/21/43 Trans/2nd BW 3/31/43
Nelson, Arthur L. Engineer 36378877	Joined Sqd 12/26/43 KOD Practice Mission 1/13/44 (Hovey) AMC Plot C, Row 3, Grave 79	Niedwich, Joseph J. Gunner 32916619	Joined Sqd 6/2/44 Trans /9th AF 9/23/44 (Keller)
Nelson, Duane E. Pilot 0-728017	Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 KIA Wilhelmshaven 1/27/43 (Sullivan) Buried at Margraten	Niznok, Steve Gunner 35307431	Joined Sqd 6/17/43 DS/Bengahzi 6/26/43 KIA Lecce 7/2/43 (Peterson)
Nelson, Roland A. Gunner 31146850	Joined Sqd 7/3/44 Trans to 323 BG 9/21/44	Noecker, Lester C. Intelligence	DS/Station 102 10/29/44 Home/Queen Mary 6/16/45
Neri, Michael J. Communications 0-854195	*** Joined Sqd 7/1/42 ETO/Queen Mary 9/5/42 DS/Bengahzi 6/26/43 Rtrn'd to Base 8/26/43 DS/Tunis 9/16/43 Rtrn'd to Base 10/12/43 Trans to Hdqtrs 1/28/44	Nolen, Roseberry	
Netolicky, Maxwell L. Cpl (345) 17043923	ETO/Queen Mary 9/5/42 Rtrn'd to ZOI 5/21/45 Flew home in 44-50755	Nome, Albert A. Gunner 35544549	Joined Sqd 3/24/44 KIA Berlin 4/29/44 (Sweigart)
Newlin, Minor C. Operations 32269965	*** ETO/Queen Mary 9/5/42 Paris leave 4/3/45 Rtrn'd to ZOI 5/21/45 Flew home in 44-50536	Norris, Charles P. Pilot 0-886070	Joined Sqd 8/9/44 <i>August</i> Trans to 66th 10/20/44
Newsome, Lemuel L. Gunner 34663544	Trans frm 66th 8/3/44 Completed Tour 11/8/44 Trans/70th RCD 12/5/44	Norsen, Robert A. Pilot 0-398539	Joined Sqd 4/10/42 ETO/Flight Echlon 10/2/42 DS/Bengahzi 6/26/43 Rtrn'd to Base 8/26/43 Completed Tour 10/28/43 Trans to Hdqtrs 11/5/44 DS/95 CBW 12/5/44 2 days
Newsome, Robert G.	***	Nosal, John A. Gunner 17029388	Joined Sqd 6/19/43 DS/Bengahzi 6/26/43 Rtrn'd to Base 8/26/43 DS/Tunis 9/16/43 WIA Wiener-Neustadt 10/1/43 Rtrn'd to Base via ATC on 10/4/43 Went into Hospital Rejoined Sqd 1/15/44 POW Brunswick 4/8/44 Rtrn'd to Base 5/8/45 (Townsend)
Nichols, Hollis R. Pilot 0-738223	*** Joined Sqd 6/17/43 INT Friedrichshafen 3/18/44 EVD Rtrn'd to Base 10/1/44 DSD HA/Lung Cancer 12/16/84		

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## 68TH SQUADRON ROSTER

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
Nutter, Kent R. Gunner 13071509	*** Joined Sqd 10/26/44 Rtrn'd to ZOI 5/28/45 Flew home in 44-40276 (Garbade)	Nuttern, Sgt	Promoted to Sgt 11/17/44
<b>O</b>			
O'Brien, James E. Pilot 0-435700	*** Joined Sqd 2/13/42 Served as Eng. Officer from 3/29/42 to 6/15/42 ETO/Flight Echlon 10/2/42 Promoted/Op Of 10/25/42 Promoted to C.O.A/13/43 POW Kiel 5/14/43 Rtrn'd after the War	Ogle, Cpl	DS/Station 102 3/24/44
O'Brien, Richard L. Bombardier T-123002	Trans frm 66th 8/3/44 Completed Tour 11/21/44	Ogozalek, Mathew Gunner 36654612	Joined Sqd 5/22/44 Completed Tour 10/2/44 Trans/70th RCD 10/9/44 (Ford)
O'Connell, George F. Gunner	Joined Sqd 9/23/44 (Peter)	Ohler, Bernard A. Gunner 36052331	Joined Sqd 12/2/43 KIA Siracourt 2/6/44 (Bonnisch)
O'Hara, Henry H. Gunner 32436174	Joined Sqd 10/8/43 KIA Oslo-Kjeller 11/18/43 (Mitchell)	Olewine, Charles A. Gunner 33757634	Joined Sqd 7/16/44 DS/Belgium 11/30/44 Completed Tour 3/24/45 Rtrn'd to ZOI 5/21/45 Flew home in 42-50551 (Seever)
O'Laughlin, Walter E. Gunner 16018752	Joined Sqd 6/19/43 DS/Benghazi 6/26/43 Rtrn'd to Base 8/16/43 DS/Tunis 9/16/43 Rtrn'd to Base via ATC on 10/4/43 Froze Hands/Feet 11/26/43 (Kessler)	Oliver, Arthur P. Navigator T-131865	*** Joined Sqd 12/15/44 Rtrn'd to ZOI 5/28/45 Flew home in 41-10504 (Lindsay)
O'Malley, Charles H. Bombardier 0-671090	Joined Sqd 9/21/43 EAC FW190 Destroyed 10/9/43 EAC FW190 Destroyed 11/18/43 Completed Tour 3/5/44 Trans to 463 BG 3/7/44 (Anderson,A.)	Oliver, George H.Jr Pilot 0-819153	Trans frm 492 BG 8/13/44 KIA Kaiserslautern 12/28/44 (Konstand)
Ocker, Donald E. Gunner	Joined Sqd 8/2/44 Completed Tour 2/9/45 Trans/70th RCD 2/15/45 (Barnhart)	Olsen, Olaf W. Navigator 0-702173	Joined Sqd 4/21/44 INJ Munich 7/11/44 (Brkn leg) Racd/British Destroyer Trans/91st Hosp 8/17/44 Rtrn'd to the States (Bonnet)
		Olson, Melvin E. Gunner 31150921	Joined Sqd 6/23/44 DS/Belgium 11/30/44 Completed Tour 12/5/44 (Kay)

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**68TH SQUADRON ROSTER**

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Osburn, Richard R.</b> Pilot 0-678132	Joined Sqd 10/8/43 MIA Oslo-Kjeller 11/18/43 (Mitchell) AMC Wall of Missing	<b>Overbey, Edward H.</b> Radio Operator 16137755	Joined Sqd 1/28/45? Rtrn'd to ZOI 5/28/45 Flew home in 42-51224 (Anderson, N)
<b>Ozmond, Carl F.</b> Base Services 36232751	*** Trans frm 506th 4/21/44 Trans/265 Medcl 10/13/44	<b>Overhultz, William R.</b> Pilot 0-831780 <i>OVERHULTZ</i>	*** Joined Sqd 10/26/44 Completed Tour 4/18/45 Rtrn'd to ZOI 5/28/45 Flew home in 44-40276 (Garbade)
<b>Ostenson, Jack N.</b> Gunner 6569189	Joined Sqd 10/24/43 KIA Escalles Sur Buchy on 1/21/44 (Mathisen)	<b>Owen, Ivon E.</b> PFC (521) 37486404	Joined Sqd 2/16/45 Rtrn'd to ZOI 5/25/45 Flew home in 42-95021
<b>Ostrove, Harry</b> Radar Equip. 32220608	Trans frm 392 BG 1/25/45	<b>Owens, James C.</b> Base Agric. 0-916338	Appnt'd BA Off 3/17/44 Trans to 67th 4/12/44
<b>Ottman, Harry L.</b> Gunner 36236878	Joined Sqd 8/3/42 ETO/Fight Echlon 10/2/42 Flew ovr/Hall of the 67th KIA Wilhelmshaven 1/27/43 (Sullivan)		
	<b>P</b>		
<b>Padgett, Robert W.</b> Engineer	Joined Sqd 5/22/44 Completed Tour 8/17/44 Trans/12th RCD 8/23/44 (Gayman) <i>LARSON</i> <i>DB/B</i>	<b>Palmer, Burr W.</b> Pilot 0-748228	*** Joined Sqd 4/14/44 Completed Tour 10/2/44 (Peretti) DSD
<b>Padilla, Mariano V.</b> Ordnance 39854194	Retrn'd to ZOI 5/22/45 Flew home in 44-50769	<b>Palmer, Hiram C.</b> Pilot 0-729892	Joined Sqd 2/7/44 INT Totow (Brunswick) 4/9/44 Retrn'd to ZOI 9/13/44 DSD (Daughter is) (Dee Ann Henning)
<b>Paffenroth, Samuel</b> Radio Operator 32402095	Joined Sqd 9/1/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 INT Oslo-Kjeller 11/18/43 Rejoined Sqd 9/1/44 Trans/12th RCD 9/24/44 (Weant)	<b>Palmer, Robert H.</b> Gunner 36804075	*** Joined Sqd 1/22/45 Retrn'd to ZOI 5/21/45 Flew home in 44-50755 (Kiggins)
<b>Palencia, Andres</b> Radio Operator	Joined Sqd 10/5/43 Completed Tour 7/6/44 DS/1287 M.P. 7/10/44 Rejoined Sqd 7/29/44 Trans/12th RCD 8/9/44 (Slaughter)	<b>Paquette, Melvin L.</b> Gunner 36451501	Joined Sqd 3/6/44 Trans to 66th 7/1/44 (Torell)
		<b>Park,</b> Gunner	Trans to 66th 5/26/44

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**68TH SQUADRON ROSTER**

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Parker, George J.</b> Navigator 0-699237	Trans to 453 BG 3/10/44 Trans frm 492 BG 8/13/44 KIA Kaiserslatern 12/28/44 (Konstead)	<b>Partridge, William R.</b> Bombardier 0-686953	*** Trans frm <sup>7/6</sup> 66th 10/10/44 Completed tour 2/22/45 ? (Seever) <i>Garbade, HM</i>
<b>Parker, James M.</b> (686) 19055290	Trans to 66th 2/19/45 Retrn'd to ZOI 5/26/45 Flew home in 42-50806	<b>Pastorkovich, Nick J.</b> Ordnance 13013936 <i>COMMUNICATIONS</i>	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Parkins, William M.</b> Pilot 0-833985	Joined Sqd 10/8/44 Retrn'd to ZOI 5/26/45 Flew home in 42-50806 (Erikson)	<b>Patakos, Michael J.</b> Pilot 0-836631	Joined Sqd 9/13/44 Completed Tour 4/19/45 (Gillispie) Retrn'd to ZOI 5/30/45 Flew home in 42-109805 (Dobbs)
<b>Parks, Harry S.</b> Capt	Completed Tour 11/8/44	<b>Patton, Printes A.</b> Cook EMCM	Home/Queen Mary 6/16/45
<b>Parks, Joseph W. Jr</b> Pilot 0-690148	Joined Sqd 4/21/44 Trans to 93 BG 5/21/44 Rejoined Sqd 9/5/44	<b>Patton, John V. Jr</b> Navigator 0-2065609	*** Joined Sqd 10/26/44 Completed Tour 4/18/45 Retrn'd to ZOI 5/28/45 BG 11/23/44 Flew home in 44-40276 (Garbade)
<b>Parl,</b> Gunner	Joined Sqd 5/31/44?		
<b>Parlapiano, John</b> Gunner 31248498	Joined Sqd 3/16/44 Relvd TD/1287 MP 6/2/44 WIA St Lo 7/25/44 Completed Tour 2/6/45 (Smith)	<b>Patty, Ernest R.</b> 14011473	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Parsons, Carl E.</b> Navigator 0-707172	Joined Sqd 3/5/44 Trans to 66th 7/1/44 (Torell)	<b>Pearce, Clifford A.</b> Pvt.	Joined Sqd 3/30/44 Trans/221st Hosp. 9/30/44
<b>Parsons, Hoyt D.</b> Gunner 34381892	Joined Sqd 7/8/44 INT Switzerland Oberpaffenhofen 7/21/44 (Tofte)	<b>Pearsall, Louis</b> Pvt	Joined Sqd 8/16/44 Trans/327 StaComp 8/24/44
<b>Parsons, Russell L.</b> Engineer 35662830	Joined Sqd 1/31/44 Completed Tour 7/13/44 Trans/1287 MP 7/17/44 Trans/12th RCD 8/9/44 (Krebs)	<b>Pechacek, Frank</b> Navigator 0-2072858	Joined Sqd 2/5/45 (Comstock)
<b>Parsons, Thomas S.</b> Gunner 16087949	*** Joined Sqd 5/5/44 Completed 31 missions Completed Tour 10/17/44 Rtrn'd to ZOI 10/30/44 (Weaver)	<b>Pedrosa, Raymond M.</b> PFC	Joined Sqd 3/5/44 Trans/489
		<b>Peebles, Elmer L.</b> Radio Operator 38382213	Joined Sqd 12/23/44 Retrn'd to ZOI 5/28/45 Flew home in 42-51108 (Vaughn)
		<b>Pellegrine, J.D.</b> Pilot 60-	Joined Sqd 2/27/44 Bailed out/Coast 7/4/44 Completed Tour 7/11/44 Trans/12th RCD 7/16/44 (Schaefer)
		<b>Pelto, John R.</b> PFC (521)	Retrn'd to ZOI 5/22/44

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**68TH SQUADRON ROSTER**

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Pence, Otho W.</b> Pilot 0-728022	Joined Sqd 8/3/42 Trans to Group 8/15/42	<b>Peterson, Clifford C.</b> Pilot 0-806699	Joined Sqd 9/5/43 KOD Practice Mission 1/13/44 (Hovey)
<b>Pendelton, Richard H. Jr</b> Bombardier 0-661022 <i>NAVIGATOR</i>	Trans frm 67th 9/24/44 Trans/67th 9/30/44 <i>1 week!!</i>	<b>Peterson, Norman J.</b> Pilot	*** Joined Sqd 9/5/43 Completed Tour 8/17/44 Trans/12th RCD 8/23/44 (Marcoullier)
<b>Pepper, Max</b> Navigator 0-2069105	*** Joined Sqd 12/26/44 Retrn'd to ZOI 5/22/45 Flew home in 42-51965 (Mc Kinney)	<b>Peterson, Robert C.</b> Navigator 0-730293	*** Joined Sqd 3/16/43 DS/Bengahzi 6/26/43 EAC ME109 Destroyed 8/16/43 Retrn'd to Base 8/26/43 DS/Tunis 9/19/43 Retrn'd to Base 10/12/43 Completed Tour 1/11/44 Trans/8th Hdqtrs 2/1/44 (Lehnhausen, R.)
<b>Peretti, Charles D.</b> Pilot 0-684890	Joined Sqd 4/14/44 Completed Tour 10/2/44 Trans/70th RCD 10/9/44	<b>Peterson, Robert E.</b> Pilot 0-421622	Joined Sqd 6/17/43 DS/Bengahzi 6/26/43 KIA Lecce 7/2/43
<b>Perlowin, Leroy</b> Navigator 0-789499	Joined Sqd 4/10/42 ETO/Flight Echlon 10/2/42 WIA Wilhelmshaven 1/27/43 (O'Brien) <i>DIED MAY 1985</i>	<b>Peth, Phillip J.</b> Gunner 42009586	Trans frm 392 BG 1/25/45
<b>Perrin, George E. Jr</b> Bombardier 0-669338	Joined Sqd 11/10/43 Completed Tour 5/19/44 (Rose)	<b>Petrie, Lewis M.</b> Radio Operator 35350939	Joined Sqd 3/16/43 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Completed Tour 12/24/43 (Alexander)
<b>Perrine, A.</b> Gunner	Joined Sqd 6/19/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Completed Tour 8/17/44 (Smith)	<b>Pharis, Charles W.</b> Engineer 34268115	Joined Sqd 6/17/43 DS/Bengahzi 6/26/43 KIA Lecce 7/2/43 (Peterson)
<b>Perrine, Lawrence</b> Radio Operator	Joined Sqd 8/3/43 Trans/12th RCD 8/23/44 (Brown)	<b>Phelan, Eugene A.</b> Pilot 0-748234	Joined Sqd 1/31/44 POW Brunswick 4/8/44 (Altemus)
<b>Perry, Delbert D.</b> Gunner 62522795	Joined Sqd 8/3/42 ETO/Queen Mary 9/5/42 INJ St Nazaire 1/3/43 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 (Sullivan)	<b>Phillips,</b> Lt	Trans to 66th 9/13/44
<b>Perry, Donald L.</b> Gunner 13042032	*** Joined Sqd 3/15/44 POW Brunswick 4/8/44 (Barry)	<b>Phillips, George W.</b> Radio Operator 34520409	Joined Sqd 9/13/44 Completed Tour 4/25/45 (Gillispie)
<b>Peter, R.A. ROBERT</b> Pilot	Joined Sqd 9/23/44 <sup>15?</sup> Completed Tour 4/25/45		
<b>Peterson, Roy E.</b> Cpl (862) 36803133	Joined Sqd 11/22/44 Retrn'd to ZOI 5/22/45 Flew home in 44-50588		

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## 68TH SQUADRON ROSTER

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Phillips, John L.</b> Gunner 36779969	Joined Sqd 12/23/44 Retrn'd to ZOI 5/28/45 Flew home in 42-51108 (Vaughn)	<b>Pierson, Glenn C.</b> Gunner 39175146	Joined Sqd 8/3/42 ETO/Fight Echlon 10/2/42 KIA Wilhelmshaven 1/27/43 (Sullivan)
<b>Phillips, Reginald H.</b> Pilot 0-435703	*** Joined Sqd 4/10/42 ETO/Fight Echlon 10/2/42 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 Completed Tour 8/22/43 Trans to 14CBW 9/13/43	<b>Pigg, Charlie C. Jr</b> Crew Chief 14032877	*** ETO/Queen Mary 9/5/42 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 DS/Great Sanky Retrn'd to Base 2/15/45 Dusseldorph leave 5/12/45 Retrn'd to ZOI 5/21/45 Flew home in 44-50765
<b>Phillips, Robert L.</b> Pilot T-125025	Joined Sqd 8/17/44 KIA Leverkusen 10/18/44 (Dayball)	<b>Pinchon,</b> 1st Lt.	DS/Station 104 4/20/44  (Edmonson)
<b>Piano,</b> Gunner	Joined Sqd 5/31/44?	<b>Pinto, Del</b> Nose Turret	
<b>Piatt, Claude L.</b> Gunner	Joined Sqd 9/23/44 ✓ (Peter)	<b>Pitchon, Herman S.</b> Navigator 0-801189	Joined Sqd 8/3/43 Trans/93 BG 5/21/44 Completed Tour 6/30/44 (Brown)
<b>Piccolo, Anthony J.</b> Navigator 0-670165	*** Joined Sqd 6/19/43 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 POW Bremen 12/16/43 20th Mission (Jones)	<b>Pitman, Rex B.</b> Pilot 0-727257	Joined Sqd 8/3/42 Trans to Group 8/15/42
<b>Pierce, Robert G.</b> Gunner 11090416	Joined Sqd 6/17/43 DS/Bengahzi 6/26/43 WIA Lecce 7/2/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base via ATC On 10/8/43 EAC ME109 Destroyed 5/2/44 Catapillar Club 10/2/43 Completed Tour 6/3/44 DS/1287 M.P. 6/13/44 Rejoined Sqd 6/16/44 Trans/492 BG 6/30/44 Trans/8th AF 7/30/44 (Martin)	<b>Pitts, R.C.</b> Pilot 0-2057399	Joined Sqd 11/23/44 Retrn'd to ZOI 5/22/45 Flew 44-50769 home
<b>Pierrel, Winthrop C.</b> Navigator	Joined Sqd 7/8/44 Trans/458 BG 8/13/44 Bravakis)	<b>Placzkowski, Joseph F.</b> Engineer 36822900	Joined Sqd 10/25/44 (Dolan)
		<b>Platt, Lawrence Jr</b> Navigator 0-706965	*** Joined Sqd 5/5/44 POW Bernberg 7/7/44 (Weaver)
		<b>Playford, Joseph E.</b> Gunner 11052136	Joined Sqd 10/10/43 KIA Escalles Sur Buchy on 1/21/44 (Mathisen)
		<b>Ploense, William</b> Gunner 39308616	Joined Sqd 6/19/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Vol. for 2nd Tour (Gildart) Retrn'd to ZOI 5/21/45 Flew home in 44-50536

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Plunkett, Donald A.</b> Bombardier 0-682719	Trans frm 492 BG 8/13/44 Trans/12th RCD 9/15/44 (Bridges)	<b>Powers, Harry</b> Lt	*** Completed Tour 8/23/44
<b>Pollman, Edward C.</b> Gunner 35672481	Joined Sqd 12/26/43 KOD Practice Mission 1/13/44 (Hovey) AMC Plot F, Row 3, Grave 17	<b>Powner, <del>George</del> BENJAMIN</b> Navigator 0-700765	Joined Sqd 5/10/44 (Smith) <i>(Verified)</i>
<b>Polla,</b>		<b>Principe, Joseph V.</b> Pilot 0-693886	Joined Sqd 3/5/44 Completed Tour 8/3/44 Trans/8th AFRD 8/17/44
<b>Poole, William A.</b> Navigator 0-789500	Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 EAC FW190 Destroyed 1/27/43 KIA Dunkirk 2/15/43 (Cramer)	<b>Provenzano, Charles</b>	Base Services
<b>Potter, Roy N.</b> Intelligence 39546546	Trans frm 50th Sta. Comp. on 3/29/44 DS? 5/23/44 Retrn'd to Base 5/28/44 Retrn'd to ZOI 5/21/45 Flew home in 42-51704	<b>Pschirer, Albert Jr</b> Engineer 35217311	Joined Sqd 7/16/44 DS/Belgium 11/30/44/45 Completed Tour 3/24/45 (Seever)
<b>Potts, James A.</b> Gunner 14100400	*** Joined Sqd 8/8/44 Abandoned ship at Alasce Lorraine, France 1/21/45 Completed Tour 4/6/45 (Franks)	<b>Puckett, Harold E.</b> Gunner 36294272	Joined Sqd 6/2/44 INT Sweden Poltz-Misburg 6/20/44 (Keller)
<b>Potts, William D.</b> Gunner	Joined Sqd 12/12/44 Completed Tour 4/10/45 (Franks)	<b>Purcell, Edwin J.</b> Bombardier	Joined Sqd 10/8/43 Completed Tour 4/1/44 Trans/12th RCD 9/15/44 (Gildart) DSD 1982
<b>Poulakis, John S.</b> Nose Turret 32718281	*** Joined Sqd 10/26/44 Retrn'd to ZOI 5/26/45 Flew home in 42-50806 (Erickson) <b>DOLAN</b>	<b>Purcell, John D.</b> PFC (75?) 36557149 136	Retrn'd to ZOI 5/22/45 Flew home in 44-50769
<b>Povich, George</b> Gunner 33675477	Trans frm 492 BG 8/13/44 KIA Kaiserslatern 12/28/44 (Konstand)	<b>Purdy, Raymond D.</b> CPL (754) 37333053	Retrn'd to ZOI 5/25/45 Flew home in 42-51224
<b>Quick,</b>	Navigator	<b>Purman,</b> Gunner	Joined Sqd 10/8/43 (Meador)
		<b>Putman, David C.</b> Radio Operator 15338965	Trans frm 392 BG 10/5/43 INT Tutow (Brunswick) 4/9/44 Retrn'd to Base 10/16/44 (Palmer)
		<b>Quisenberry, Frederick</b> Ordnance 19004169	ETO/Queen Mary 9/5/42 DS? 8/16/44 Rtrn'd to Base 8/22/44 Reclass/511 on 2/11/45



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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Rabb, Harold M.</b> Gunner 18218358	Joined Sqd 4/21/44 KIA Bernberg 7/7/44 (Steinke)	<b>Remkes, Leo K.</b> Gunner	Joined Sqd 5/22/44 WIA Bernberg 7/7/44 Trans/Hosp. 7/17/44 Retrn'd frm Hosp.8/16/44 Completed Tour 2/28/45 (Eckstein)
<b>Rabesa, Louis Jr</b> Crew Chief 31028109	*** ETO/Queen Mary 9/5/42 Trans/506th 4/12/43	<b>Renek, Michael J.</b> Pilot 0-814553	Joined Sqd 7/3/44 Completed Tour 4/7/45 (Zerman)
<b>Rabke, Earl C.</b> Pilot 0-927722	Joined Sqd 12/20/44 Retrn'd to ZOI 5/22/45 Flew home in 42-51965 (Mc Kinney)	<b>Renrick, Kenneth C.</b> Engineer 35654732	Joined Sqd 3/15/45
<b>Radtke, Robert W.</b> Bombardier 0-701434	Joined Sqd 3/5/44 Trans to 66th 7/1/44 (Torell)	<b>Rexford, William J.</b> Gunner	Joined Sqd 7/21/44 Completed Tour 2/14/45 (Erikson)
<b>Ratledge, Douglas</b> <i>R</i> Radio Operator	Joined Sqd 8/3/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Completed Tour 4/1/44 Promoted to T/Sgt 7/3/44 Trans/12th RCD 9/29/44 (Lehnhausen,R.)	<b>Reynolds, Buford J.</b> Armament 17000078	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Raulston, Sam R.</b> Gunner 34505568	*** Joined Sqd 11/10/44 Completed 28 Missions Retrn'd to ZOI 5/30/45 Flew home in 42-95001 (Ackerman) DSD Auto Accident 7/22/86	<b>Reynolds, Oliver G.</b> Armament 6253264	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Rausch, William H.</b> Engineer 12170970	*** Trans frm 66th 4/20/44 POW Bernberg 7/7/44 (Wilson)	<b>Rhodes, Lewis W.</b> Pilot 0-807052	Joined Sqd 12/8/43 MIA Escalles Sur Buchy on 1/21/44 (Starring) AMC Wall of Missing
<b>Read, Robert E.</b> Navigator 0-699567	Joined Sqd 3/5/44 POW Bernberg 7/7/44 (Weaver)	<b>Rich, Fred A.</b> Engineer 39276079	Joined Sqd 4/21/44 EAC ME109 Destroyed 5/29/44 KIA Bernberg 7/7/44 (Stenike)
<b>Reasoner, Robert J.</b> Gunner 34242418	*** Joined Sqd 8/3/42 ETO/Fight Echlon 10/2/42 INJ St Nazaire 1/3/43 WIA Kiel 5/14/43 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 POW Wiener-Neustadt 10/1/43	<b>Richardson, Edward J.</b> 36335512	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
		<b>Richardson, Oscar A.</b> Engineer 37651022	Joined Sqd 11/20/44 Retrn'd to ZOI 5/21/45 Flew home in 44-50536 (Warner)
		<b>Richardson, Robert L.</b> Navigator 0-2071697	*** Joined Sqd 12/22/44 Retrn'd to ZOI 5/22/45 Flew home in 44-49387 (Williams, T.R.)

*Rehmel, Jay F*  
*T/SGT Eng*

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REINTEKE, CALVIN E. O-  
68TH SQUADRON ROSTER

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
Riche, Wilson A. Gunner 32143092	Joined Sqd 8/2/43 DS/Tunis 9/16/43 KIA Wiener-Neustadt 10/1/43 (Whitaker)	Riker, William R. Nose Turret 12081412	Joined Sqd 11/10/44 Completed 28 Missions Retrn'd to ZOI 5/30/45 Flew home in 42-95001 (Ackerman)
Richfertig, Seymour L. Navigator T-128471	Joined Sqd 10/25/44 POW Bingen 12/2/44 (Hobbs)	Ritter, William G. Pilot 0-701954	*** Joined Sqd 5/29/44 Took over Crew 9/5/44 Completed Tour 9/8/44 (Knablein)
Richman, Benjamin Bombardier 0-699531	Joined Sqd 7/6/44 Retrn'd to ZOI 5/28/45 Flew home in 42-95021 (Van Dyke)	Rivenbark, Gordon Fuel Truck Oper. 34257462	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
Richwine, LeRoy Gunner 39171243	Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Completed Tour 10/10/43 (O'Brien)	Rivenbark, Thomas Ordnance	Home/Queen Mary 6/16/45
Rickert, Wayne L. Pilot 0-928878	*** Joined Sqd 2/4/45 Retrn'd to ZOI 5/22/45 Flew home in 44-49387 (Williams, T.R.)	Rizak, Nicholas Jr Gunner 33573836	*** Joined Sqd 5/29/44 Completed Tour 9/8/44 (Knablein)
Ricketts, Harry W. Gunner 35224834	*** Joined Sqd 7/3/44 Completed Tour 2/9/45 (Eckstein)	Rizzo, Anthony F. Gunner 35292580	Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 KIA Abbeyville 12/6/42 (Dubard)
Ricketts, Ruehan C. Pilot 0-760847	Joined Sqd 5/21/44 Completed Tour 8/13/44 Trans/12th RCD 8/23/44 DSD 1950	Robbins, Robert E. Gunner 35369184	Joined Sqd 12/26/43 KOD Practice Mission 1/13/44 (Hovey) AMC Plot F, Row 1, Grave 108
Riebold, Gilford J. Operations (606) 37370390	Trans frm 50th Sta Comp on 6/14/44 Trans/Infantry 12/1/44	Robert, Gilman N. Bombardier 0-688402	Joined Sqd 3/24/44 KIA Berlin 4/29/44 (Sweigart)
Rifkin, Morton S. Crew Chief 12037750	*** ETO/Queen Mary 9/5/42 DS/389th BG 6/22/43 DS/Benghazi 6/26/43 INT Portugal 8/29/43 Retrn'd to Base 9/6/43 Retrn'd to ZOI 5/28/45 Flew home in 41-10504 DSD June 25, 1987	Roberts, Clayton R. Pilot 0-831805	*** Joined Sqd 2/19/45 Retrn'd to ZOI 5/21/45 Flew 44-49425 Home
		Roberts, John J. Jr Gunner 14193065	Joined Sqd 2/19/45 Retrn'd to ZOI 5/21/45 Flew home in 44-49425 (Roberts)
		Robinson, Earnest C. Gunner 14171664	Joined Sqd 10/25/44 (Erikson)
		Robinson, Marshall D. Gunner 35277805	Joined Sqd 8/3/42 (Cargile)

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## 68TH SQUADRON ROSTER

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Rodgers, Harold E.</b> Radio Operator 37476006	Joined Sqd 7/8/44 INT Switzerland Oberpfaffenhofen 7/21/44 (Toffe)	<b>Rosenblatt, Alvin A.</b> Gunner 12164582 (Name chge to Ross)	*** Joined Sqd 10/6/43 EVD Escalles Sur Buchy on 1/21/44 Left Gibraltar 3/30/44 Retrn'd to Base 4/14/44 Orders to ZOI 4/14/44 (Howington)
<b>Rodriguez, Pedro R.</b> 38157304	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	<b>Rosenblatt, Milton L.</b> Pilot 0-680721	*** Joined Sqd 10/10/43 EVD Escalles Sur Buchy on 1/21/44 Retrn'd to Base 4/2/44 DS/London 90 days Trans to ZOI 5/15/44 (Sobotka)
<b>Rogers, Otis V.</b> Engineer 34623220	*** Joined Sqd 7/3/44 Completed 30 Missions on 1/25/45 Trans/70th RCD 2/14/45 (Zerman) Discharged on 9/30/45	<b>Ross, Andrew J.</b> Radio Operator 35663111	*** Joined Sqd 10/10/43 POW Escalles Sur Buchy on 1/21/44 Retrn'd (Sobotka)
<b>Rolland, Ralph L.</b> Gunner 36875164	Joined Sqd 11/23/44 Retrn'd to ZOI 5/22/45 Flew home in 44-50769 (Pitts)	<b>Ross, Anthony</b> Radio Operator	Joined Sqd 5/22/44 Completed Tour 8/19/44
<b>Rooks, Arthur F.</b> Cook 6534016	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	<b>Ross, Charles M.</b> Gunner	Joined Sqd 9/4/43 EAC ME109 Destroyed 8/21/43 DS/Tunis 9/16/43 EAC ME109 Destroyed 10/1/43 Retrn'd to Base 10/12/43 EAC FW190 Destroyed 4/9/44 EAC ME109 Destroyed 4/11/44 Completed Tour 8/9/44 Trans to ZOI 8/9/44 (Hamlyn)
<b>Roscher, Irvin E.</b> Armament 37143003	*** ETO/Queen Mary 9/5/42 DS/Bengahzi 8/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 DS/Great Sanky 9/23/44 Retrn'd to Base 10/10/44 Home/Queen Mary 6/16/45	<b>Ross, Frank Y.</b> Engineer 31166028	*** Joined Sqd 10/6/43 EAC ME109 Destroyed 5/19/44 Completed Tour 7/6/44 Trans frm 1287 MP 7/29/44 Retrn'd to ZOI 7/29/44 (Slaughter)
<b>Rose, George A.</b> Ordnance 38095810	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	<b>Rossman, James M.</b> Pilot 0-748250	*** Joined Sqd 2/11/44 Completed Tour 5/30/44 Trans/12th RCD 6/9/44 (Bowman)
<b>Rose, Laurence F.</b> Engineer 11115873	Joined Sqd 6/2/44 <del>MIA Oberpfaffenhofen 7/21/44</del> Rest Home 10/20/44 Retrn'd to ZOI 5/28/45 Flew Home in 42-95021 (Van Dyke)	<b>Rossmann, Roy J.</b> (911) 35539416	Joined Sqd 4/21/44 Retrn'd to ZOI 5/30/45 Flew home in 42-109805
<b>Rose, Robert E.</b> Pilot 0-530728	Joined Sqd 12/8/43 INJ Crash landed 3/2/44 Completed Tour 5/19/44 Trans/27th A.T. Group		
<b>Rosenberg, Donald H.</b> Gunner 42020705	Joined Sqd 8/2/44 Completed Tour 1/8/45 (Barnhart)		

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Rothrock, Clarence H.</b> Gunner 39453241	Joined Sqd 6/19/43 DS/Benghazi 6/26/43 EAC FW190 Destroyed 8/16/43 POW Foggia 8/16/43 Retrn'd to Base 9/16/43 (Shannon) DSD 1977	<b>Ruhland, Elbert D.</b> Ordnance 17146147	*** Joined Sqd 8/3/44 Retrn'd to ZOI 5/22/45 Flew home in 44-49387
<b>Rowinski, Ellsworth P.</b> Bombardier 0-668782	Joined Sqd 4/9/44 INT Sweden Politz-Misburg 5/29/44 Released frm Internment on 10/21/44 (Foy)	<b>Rush,</b> Lt	Retrn'd/Rest Home 5/1/44
<b>Rowland, Daniel W.</b> S/Sgt 16034838		<b>Russell, Herbert J.</b> Inspector 33119603	*** Joined Sqd 4/12/42 ETO/Queen Mary 9/5/42 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 DS/Great Sanky 7/9/44 DS/Bari, Italy 2/1/45 Retrn'd to Base 2/10/45 Home/Queen Mary 6/16/45
<b>Rucker, Robert W.</b> PFC (345) 37116740	ETO/Queen Mary 9/5/42 Ret from DS 5/22/44 Retrn'd to ZOI 5/28/45 Flew home in 41-10504	<b>Russell, Herbert W.</b> Engineer 13102694	*** Joined Sqd 10/5/43 Completed Tour 7/25/44 Trans/12th RCD 8/13/44 (Slaughter)
<b>Rudd, Ralph C.</b> Bombardier T-5622	*** Joined Sqd 12/20/45 Retrn'd to ZOI 5/22/45 Flew home in 44-50588 (Schnell)	<i>41 missions</i> <b>Russo, Santo</b> Sheet Metal 12041543	*** ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/28/45 Flew home in 42-52643
<b>Rufkin,</b> Cpl	Joined Sqd Prior 6/9/44	<b>Rutigliano, Nicola C.</b> Gunner 32891596	*** Joined Sqd 5/29/44 Completed Tour 9/8/44 (Knablein)
<b>Ruhl, Arthur C.</b> Gunner	Joined Sqd 8/3/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Completed Tour 4/1/44 Trans/12th RCD 4/15/44 (Kessler)	<b>Ryan, Thomas F. Jr</b> Navigator T-128202 0-887101	Joined Sqd 5/29/44 Completed Tour 9/8/44 Trans/70th RCD 10/9/44 (Knablein)
<b>Ruiz, Henry</b> Gunner	Joined Sqd 8/26/44 Trans/12th RCD 2/20/45 Trans/Infantry 2/8/45	<b>Rydz, Raymond</b> Engineer 36817010	*** Joined Sqd 10/25/44 Retrn'd to ZOI 5/26/45 Flew home in 42-50806 (Erickson)
		<b>Ryer, H.R.</b> Lt	Trans/67th 11/24/44

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Safos, Vangelo S.</b> Navigator 0-795302	Joined Sqd 6/17/43 DS Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base via ATC on 10/4/43. Trans to 50th Sta Comp on 4/12/44. (Townsend)	<b>Santos, Sherod A.</b> Pilot 0-728028	Joined Sqd 8/3/42 Trans to Group 8/15/42
<b>Salter, Hughlette H.</b> Flight Chief 14035407	*** ETO Queen Mary 9/5/42 DS/389th BG 7/17/43 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Dusseldorph leave 5/12/45 Home/Queen Mary 6/16/45	<b>Sapp, Herman L.</b> Engineer 34202255	Joined Sqd 6/19/43 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/19/43 Retrn'd to Base via ATC on 10/4/43 Completed Tour 8/13/44 Trans/12th RCD 8/13/44 (Gildart)
<b>Salmarco, Frank J.</b> Gunner 32382330	Joined Sqd 12/8/43 Completed Tour 5/13/44 Trans/66th 5/26/44 (Rose)	<b>Sarver, Lawrence P.</b> Gunner 33656123	*** Joined Sqd 7/27/44 Completed Tour 12/4/44 Trans/70th RCD 1/13/45 (Liebrich)
<b>Sand, Chris Jr.</b> Eng. Officer 0-386917	*** Joined Sqd 8/3/42 ETO/Queen Mary 9/5/42 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 DS? 8/8/44 Retrn'd to Base 8/14/44 DS/St Trond 3/22/45 Retrn'd to Base 5/4/45 Dusseldorph leave 5/30/45 Trans to Group 5/29/45 Retrn'd to ZOI 5/30/45 Flew home in 44-42189	<b>Sarvis, John F.</b> Aast S-2 Off 0-1644739	*** Joined Sqd 4/15/44 DS/School 4/30/44 for thirty days Retrn'd to ZOI 5/21/45 Flew home in 42-51704
<b>Sanders, Lester Jr.</b> Engineer 35579415	Joined Sqd 3/5/44 Trans/66th 7/1/44 Completed Tour 1/8/45 (Torell)	<b>Saso, Anthony</b> Radio Operator	Joined Sqd 4/14/44 Completed Tour 8/17/44 Trans/12th RCD 8/23/44 (Ford)
<b>Sandoval, Charles</b>		<b>Sassano, Theodore L.</b> Radio Operator 32782308	Joined Sqd 5/21/44 Completed Tour 8/13/44 Trans/8th AFRD 8/25/44 (Ricketts) DSD 6/89
<b>Sanford,</b> Sqd. C.O.	1/15/41 thru 5/7/41	<b>Sawyer, John L.</b> Ordnance 19185743	Retrn'd to ZOI 5/30/45 Flew home in 42-95001
		<b>Scarlett, Theodore B.</b> Pilot 0-660006	*** Joined Sqd 8/3/42 ETO/Flight Echlom 10/2/42 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 POW Wiener-Neustadt 10/1/43 (Whitaker) DSD Heart attack 1985
		<b>Schad, George F.</b> S/Sgt 13027599	*** ETO/Queen Mary 9/5/42 Paris leave 3/20/45 Home/Queen Mary 6/16/45

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
Schadle, Bombardier	Court Marshalled 5/8/44 for 21 days AWOL. 5 Yrs Hard Labor & D.D.	Schmeisser, Gordon J. Pilot 0-728029	Joined Sqd 8/3/42 Trans to Group 8/15/42
Schaefer, Benjamin L. Pilot	Joined Sqd 2/27/44 ✓ Bailed out 7/4/44 <del>Completed Tour 7/11/44</del> Trans/12th RCD 7/16/44	Schneid, A Gunner	
Schafer, Morris H. Pilot	Joined Sqd 5/20/44 Trans/66th 7/3/44 (Torell)	Schneider, Allen P. Gunner 35720564	*** Trans frm 66th 4/20/44 MIA Bernberg 7/7/44 Down on 35th mission. (Wilson) DSD 9/5/89
Schafner, W.G. Gunner 12227951	Joined Sqd 6/23/44 Trans/70th RCD 2/14/45 (Borah)	Schneider, John Gunner	*** Joined Sqd 4/14/44 Completed Tour 10/2/44 (Peretti)
Schank, Herbert J. Gunner 12229953	Joined Sqd 2/5/45 Retrn'd to ZOI 5/22/45 Flew home in 44-50512 (Comstock)	Schneider, Richard C. Gunner	
Schaper, Robert L. Pilot 0-700992	*** Joined Sqd 5/5/44 Trans/66th 7/3/44 (Torell)	Schnell, Curtis L. Pilot 0-715809	*** Joined Sqd 12/20/44 Retrn'd to ZOI 5/22/45 Flew 44-50588 Home.
Scheetz, Elvin N. Gunner	*** Trans/70th RCD 10/28/44 (Smith)	Schoer, Walter B. Engineer 39826257	Joined Sqd 9/15/42 DS/Bengahzi 6/26/43 Completed Tour pr 8/1/43 KIA Ploesti 8/1/43 (Houston)
Scheidegger, Freddy Crew Chief 16046001	*** Joined Sqd 4/12/42 ETO/Queen Mary 9/5/42 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Caterpillar Club 10/6/43 Retrn'd to Base 10/8/43 Retrn'd to ZOI 5/28/45 Flew home in 44-40276	Scholl, John M. Intellegence 39022439	*** Joined Sqd 5/14/42 ETO/Queen Mary 9/5/42 Trans/371 Fighter Group on 6/11/44 DSD Heart attack 11/18/89
Schen??er, Pilot	Trans to 491 BG 5/30/44	Schollgerdes, Kenneth 17036153	*** ETO/Queen Mary 9/6/42 Home Queen Mary 6/16/45
Schild, Robert C. Gunner 35338667	*** Joined Sqd 12/8/43 POW Escalles Sur Buchy on 1/21/44 (Starring)	Schrack, John J. Base Services	
Schmanson, Pilot	Trans to 93 BG 5/25/44	Schroeder, James A. Navigator 0-687513	Joined Sqd 1/31/44 POW Gotha 2/24/44 2nd mission. EUS Sept. 29, 1944 (Bell)
		Schuyler, Fred B. Pilot 0-820840	*** Joined Sqd 7/21/44 WIA Sindelfingen 8/9/44 Trans/4289 Hosp.8/19/44 DSD 11/9/87 *** Denotes Current Address

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
Schwetmer, T/Sgt	Completed Tour 11/8/44	Selm, Irvin N. Gunner 35662937	Joined Sqd 1/31/44 EAC ME109 Destroyed 4/8/44 Completed Tour 8/13/44 Trans/12th RCD 9/15/44 (Krebs)
Scorpio, Antonio Gunner 11136592	*** Joined Sqd 1/4/44 Retrn'd to ZOI 5/21/45 Flew home in 44-50536 (Warner) DSD	Semons, Earl M. Gunner 35420784	Joined Sqd 10/8/43 DS/Tunis 9/16/43 Retrn'd to Base via ATC on 10/4/44 KOD Ovg.Msk.froze 11/26/43 (Maador) <i>MARK COLLIER</i>
Scott, John P. Gunner 14139690	Joined Sqd 9/21/43 EAC ME109 Destroyed 10/9/43 WIA Bremen 11/13/43 INT Friedrichshafen 3/18/44 25th mission. Retrn'd to Base 10/10/44 (Anderson,A.)	Sena, Ross G. (606) 19107045	Trans frm 50th Sta Comp. on 6/14/44 Trans/Infantry 2/1/45
Scott, Layton W. Engineer 39468984	KOD Accident/Base 1/28/45 East end Runway 27 Died of injuries 2/4/45 (Almonia) AMC Plot B, Row 2, Grave 18	Sequist, Robert Radio Operator	(Edmonson)
Scott, Phillip E. Ordnance 33039366	ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/21/45 Flew home in 44-50536	Sesit, Myron F. Flight Surgeon 0-348352	Joined Sqd 8/3/42 ETO/Queen Mary 9/5/42 DS/Tunis 9/16/43 Retrn'd to Base via ATC on 10/4/43. Trans to 93 BG 7/16/44 Rejoined 68th 8/16/44
Scott, Wayne S. Bombardier <i>0-206052</i>	Joined Sqd 10/10/44 (Corwine)	Sevick, Steven F. Radio Operator 12044639	Joined Sqd 9/21/42 ETO/Flight Echln 10/2/42 DS/Benghazi 6/26/43 Completed Tour pr 8/1/43 KIA Ploesti 8/1/43 (Houston)
Scott, William Navigator 0-796608	Joined Sqd 6/25/43 DS/Benghazi 6/26/43 Completed Tour pr 8/1/43 KIA Ploesti 8/1/43 (Houston)	Seyler, William H. Gunner	*** Joined Sqd 10/5/43 Completed Tour 7/6/44 Trans/12th RCD 8/3/44 (Slaughter)
Scrcni, Saverio C. (Sam) Custodian 33156036	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	Seymor, Verle R. 37113171	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
Seamen, John S. Gunner 11101134	Joined Sqd 1/31/44 INT Friedrichshafen 3/18/44 (Dyer)	Shadle, Robert A. Lt.	Joined Sqd 2/27/44
Seelen, Anthony J. MC (673) 37093817	Retrn'd to ZOI 5/30/45 Flew home in 42-95001	Shaeffer, Clair P. Engineer 33187932	Joined Sqd 10/8/43 KIA Ecalles Sur Buchy on 1/21/44. (Sobotka)
Seever, Robert G. Pilot 0-700554	*** Joined Sqd 8/15/44 DS/Belgium 11/30/44 Completed Tour 3/24/45		

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<b>Shaffer, Orin U.</b> Crash Crew 33163036	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	<b>Shelton, John H.</b> Gunner 17159935	*** Joined Sqd 5/10/44 WIA Trans/4210 Hosp 7/10/44 Rejoined Sqd 8/9/44 Seriously wounded/Flying Bomb in London 11/21/44 (Smith)
<b>Shambarger, Walter B.</b> Pilot 0-700998	Joined Sqd 5/5/44 KIA Bernberg 7/7/44 (Weaver)	<b>Shepard,</b>	Rotated to USA 2/25/45
<b>Shanley, Tyrus J.</b> Gunner 17110585	*** Trans frm 66th 4/20/44 Trans/4210 Hosp 7/10/44 Rejoined 68th 7/20/44 (Morrison)	<b>Sheppard, Frank B.</b> A.M.	*** DS/Great Sanky 3/18/44 Home/Queen Mary 6/16/46 DSD
<b>Shannon, Eunice M.</b> Pilot 0-665349	*** Joined Sqd 6/17/43 DS/Bengahzi 6/26/43 POW Foggia 8/16/43 Retrn'd after the war	<b>Sherba, Frank</b> Cook EMCM 33163126	*** ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/22/45 Flew home in 44-50769
<b>Shea, Frank G.</b> Navigator	Joined Sqd 10/5/43 Completed Tour 6/8/44 Trans/8th Hdqtrs 6/8/44 Mapping Section (Slaughter)	<b>Sherman, Oscar B. Jr.</b> Navigator T-133924	Joined Sqd 2/4/45 Retrn'd to ZOI 5/21/45 Flew home in 42-51704 (Crump)
<b>Shea, John J.</b> Gunner 37046013	Joined Sqd 8/17/44 KIA Leverkusen 10/18/44 (Dayball)	<b>Shevlin, John</b> 12060913	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Sheete,</b> Sgt	Completed Tour 10/15/44	<b>Shields, Max W.</b> Pilot 0-728031	Joined Sqd 8/3/42 Trans to Group 8/15/42
<b>Sheetz, Albert L.P.</b> Navigator 0-2070157	*** Joined Sqd 12/20/44 Retrn't to ZOI 5/22/45 Flew home in 44-50588 (Schnell)	<b>Shockley, Charles W.</b> Gunner 15332970	*** Joined Sqd 10/10/43 EAC ME109 Probable 11/18/43 POW Escalles Sur Buchy on 1/21/44 Retrn'd (Sobotka)
<b>Sheldon, Raymond D.</b> Radio Operator	MIA 6/?/44 <u>MORE RESEARCH</u>	<b>Shoemaker, George D.</b> 12034876	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Shella, Alfred R.</b> Bombardier 0-736322	Joined Sqd 12/8/43 Trans/66th 5/20/44 Trans/12th RCD 5/20/44 (Rose)	<b>Show, James M.</b> 19063675	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Shelton, Jack A.</b> Radio Operator 35358135	** Joined Sqd 6/17/43 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn't to Base 10/12/43 Completed Tour 2/21/44 Catepillar Club 2/28/44 (Martin)	<b>Sicard, Edward P.</b> Radio Operator 31284222	Joined Sqd 8/17/44 KIA Leverkusen 10/18/44 (Dayball)
		<b>Sies,</b> Lt.	Joined Sqd 8/3/42
		<b>Sigisimondo, Cioff</b> 888 11116902	Joined Sqd 12/5/43

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Signest,	Joined Sqd 5/31/44		Retrn'd to Base 10/12/43 DS/Station 582 8/13/44 Home/Queen Mary 6/16/45
Sigrist, Robert D. Radio Operator 15340598	Joined Sqd 7/11/44 Completed Tour 9/8/44 Trans/12th RCD 9/15/44 (Edmonson)	Sinkus, Albert N. Ordnance 16070443	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
Silvis, Clyde R. S/B SIMMONS Simons, Hylan V. Gunner 12029962	Joined Sqd 8/3/42 ETO/Flight Echln 10/2/42 INJ St Nazaire 1/3/43 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 KOD Froze to death 11/26/43 (Phillips)	Sinkus, Siska, Joseph R. 36335196	Trans/12th RCD 2/11/45 Trans/Infantry 2/25/45 ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<i>Whoops?</i> SEMONS, EARL M		Sivertson, Kenneth 37109907	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
Simmons, Leo E. Engineer 37658671	Joined Sqd 4/21/44 Completed Tour 2/9/45 (Eckstein)	Six, Harvey G. 36317834	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
Simons, Paul Gunner	Joined Sqd 7/10/43 DS/Benghazi via ARC on 7/14/43 Retrn'd to Base 9/14/43 (Stahler)	Skinner, Carlois H. 34107395	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
Simonello, Armament	Trans to combat	Skryptzak, Ted A.M. 32558688	*** Retrn'd to ZOI 5/28/45 Flew home in 42-52643
Simonello, Arnold R. Gunner	Joined Sqd 5/20/44 Completed Tour 2/28/45 (Dobbs)	Slattery, Dennis E. Engineer 11018906	*** Joined Sqd 6/19/43 DS/Benghazi 6/26/43 EAC FW190(2) Destroyd 8/16/43 EAC ME109 Destroyed 8/16/43 POW Foggia 8/16/43 Retrn'd to Base 9/16/43 Retrn'd to ZOI 11/13/43 (Shannon) DSD 11/88
Simpson, Joe H. 6395138	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	Slaughter, Harold L. Pilot	*** Joined Sqd 9/5/43 Completed Tour 6/4/44 Trans to 448th B.G. Trans to ZOI 9/44 DSD Lukemia 10/12/88
Sims, William H. Pilot 0-700557	*** Joined Sqd 5/23/44 Completed Tour 8/24/44 Trans/8th AFRD 8/25/44 (Ricketts)	Slaver, James S/Sgt	Joined Sqd 4/17/44 Trans/1287 MP 5/3/44
Sincock, William R. Radar Navigator 0-419178	Trans/392 BG 1/25/45 Trans to 392 BG 2/19/45	Sloan, Fred J. Sqd Hdqtrs 32206839	*** ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45 DSD 7/18/89
Singer, Harry J. Elec.Specist 12029414	ETO/Queen Mary 9/5/42 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43	Slovacek, Adolph Bombardier 0-685093	Joined Sqd 2/28/44 INT Friedrichshafen 3/18/44 (Nichols)

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## 68TH SQUADRON ROSTER

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Sluman, Curtis D.</b> Sqd C.O.	6/1/41 to 6/3/41 6/15/41 to 10/27/41	<b>Smith, Malcolm R.</b> Gunner 33452262	Joined Sqd 8/17/44 KIA Leverkusen 10/18/44 (Dayball)
<b>Smaniotto, August F.</b> Gunner 19062047	*** Joined Sqd 9/5/43 POW Escalles Sur Buchy on 1/21/44 (Sobotka)	<b>Smith, Nick B.</b> Gunner 35456291	ETO/Queen Mary 9/5/42 DS/Benghazi 6/26/43 EAC FW190(2) Destroyd 8/16/43 KIA Foggia 8/16/43 (Shannon)
<b>Smith,</b> Pilot	Joined Sqd 5/31/44 <i>ND</i> Completed Tour 8/17/44 <i>ND</i> Trans/12th RCD 8/23/44	<i>RICHARD</i> <b>Smith, R.E.</b> Pilot <i>COPILOT</i> <i>2A. SMITH</i>	Joined Sqd 3/15/45 <i>Oct 44</i>
<b>Smith, A.</b> Engineer	(Bravakis)	<b>Smith, Robert M.</b> Gunner 13027651	Joined Sqd 8/3/42 ETO/Flight Echln 10/2/42 Flew over with Blaine of the 67th Sqd. EAC FW190 Probable 5/13/43 WIA Kiel 5/14/43 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 KIA Wiener-Neustadt 10/1/43 (Whitaker)
<b>Smith, Donald M.</b> Gunner 39094553	Joined Sqd 8/3/42 ETO/Flight Echln 10/2/42 EAC FW190 Destroyed 12/6/42 KIA Abbeyville 12/6/42 (Dubard)	<b>Smith, Theron F.</b> Fuel Truck(060) 37143676	ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/22/45 Flew home in 44-50769
<b>Smith, Elmer W. Jr</b> Pilot	*** Trans frm 66th 9/23/44 (Peter) DSD 7/2/86 Stroke	<b>Smith, Thomas P.</b> Bombardier T-126546	Joined Sqd 10/25/44 KIA Bingen 12/2/44 (Hobbs)
<b>Smith, Frederick J.</b> Sheet Metall 3031080	ETO/Queen Mary 9/5/42 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn't to Base 10/12/43 Home/Queen Mary 6/16/46	<b>Smith, William A.</b> Gunner 34338816	Joined Sqd 7/8/44 Trans to 458 BG 8/13/44 (Bravakis)
<b>Smith, Harry G.</b> Gunner 35370944	Joined Sqd 6/17/43 DS/Benghazi 6/26/43 KIA Lecce 7/2/43 (Peterson)	<b>Smith, William W.</b> Gunner 34425605	Joined Sqd 10/5/43 EAC ME109 Destroyed 5/19/44 Completed Tour 7/11/44 DS/1287 MP 7/17/44 Trans to ZOI 8/9/44 (Slaughter)
<b>Smith, Joy M.</b> Pilot 0-690265	*** Joined Sqd 4/26/44 Completed Tour ? Vol./2nd Tour Promoted Major 4/13/45 Retrn'd to ZOI 5/28/45 Flew home in 42-52108 DSD Heart Attack 5/1/80	<b>Smythe, William D.</b> Sqd S-2 0-597294	*** Joined Sqd 6/17/43 Home/Queen Mary 6/16/45
<b>Smith, Kenneth C.</b> Bombardier 0-698931	Joined Sqd 5/22/44 (Ford)	<b>Snapp, Claude E.</b> 36334644	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Smith, Kenneth R.</b> Gunner 13194888	*** Joined Sqd 8/3/44 DS/Belgium 11/30/44 Completed Tour 2/3/45 (Kay)		

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## 68TH SQUADRON ROSTER

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Snead, Harry R. Jr.</b> Engineer 13080788	*** Joined Sqd 6/19/43 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 EAC ME109 Destroyed 10/1/43 Retrn'd to Base via ATC on 10/8/43 Caterpillar Club 4/29/44 After Tour flew Lemon Drop DS? Retrn'd to Base 5/22/44 Trans/12th RCD 9/30/44 (Martin)	<b>Sowers, Richard J.</b> Bombardier 0-697676	Joined Sqd 12/26/43 KOD Practice mission 1/13/44 (Hovey)
<b>Snow, Clarence W.</b> Radio Operator 37219104	Joined Sqd 12/26/43 KOD Practice mission 1/13/44 (Hovey)	<b>Sparks, Joe C.</b> Gunner 35696669	Joined Sqd 4/21/44 Completed Tour 11/8/44 Trans/70th RCD 12/5/44 (Parks)
<b>Snyder, Dewey H. Jr.</b> Ordnance 35656475	Trans frm 491 BG 3/18/44 Retrn'd to ZOI 5/28/45 Flew home in 42-51224	<b>Spear, Milford L.</b> Gunner 37136575	Joined Sqd 4/10/42 ETO/Flight Echln 10/2/42 EAC FW190 Destroyed 3/8/43 EAC FW190 Destroyed 5/14/43 DS/Benghazi 6/26/43 Completed Tour pr 8/1/43 KIA Ploesti 8/1/43 (Houston)
<b>Sobnell,</b> Pilot	Joined Sqd 12/22/44	<b>Spencer,</b> Sqd C.O.	6/8/41 to 6/14/41
<b>Sobotka, Frank W. Jr.</b> Pilot 0-799486	Joined Sqd 10/10/43 KIA Escalles Sur Buchy on 1/21/44	<b>Sperling, Harold H.</b> 31066525	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Solinski, Richard W.</b> Engineer 35066161	Joined Sqd 11/2/44 Trans to 459 B.G. after 12/20/44 (Beckingham)	<b>Spink, Harold W.</b> Bombardier 0-678399	Joined Sqd 12/2/43 KIA Siracourt 2/6/44 (Bonnisch)
<b>Solomon, William G.III</b> Pilot 0-405914	*** Joined Sqd 11/23/44 Retrn'd to ZOI 5/21/45 Flew home in 42-51704	<b>Spracklin, Justus L.</b> 36027145	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Sommerville, Richard J.</b> Navigator 0-727054	Joined Sqd 8/3/42 ETO/Flight Echln 10/2/42 KIA Abbetville 12/6/42 (Dubard)	<b>Sprenger, Keith W.</b> Gunner 12217734	Joined Sqd 1/4/44 <sup>45</sup> Retrn'd to ZOI 5/21/45 Flew home in 44-50536 (Warner)
<b>Songster,</b> Ordnance	Home/Queen Mary 6/16/45	<b>Sproul, Kenneth W.</b> Radio Operator 15389068	*** Joined Sqd 5/10/44 WIA Politz-Misburg 5/29/44 Completed Tour 3/22/45 (Smith)
<b>Southern, William A.</b> Pilot T-61948 0-886976	Joined Sqd 4/21/44 Promoted 2nd Lt 7/1/44 KIA Bernberg 7/7/44 (Steinke)	<b>Spurgeon, Dean H.</b> Gunner 39552176	*** Joined Sqd 4/9/44 INT Sweden Politz-Misburg 5/29/44 EAC ME109 Destroyed 5/29/44 Retrn'd to Base 3/25/45 (Foy)
		<b>Stag??ter,</b> Capt	Trans/466th BG 5/31/44

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**68TH SQUADRON ROSTER**

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Stahler, Robert F.</b> Pilot 0-661569	Joined Sqd 7/10/43 DS/Benghazi via ATC on 7/18/43 Retrn'd to Base 9/14/43 DS/Tunis 9/16/43 Retrn'd to Base via ATC on 10/4/43 Relved frm combat 1/7/44 ✓ Took his life 1/20/44	<b>Steinmiller, Wilbert R.</b> Gunner 12239759	Joined Sqd 10/10/44 KIA Dortmund 1/28/45 (Corwine)
<b>Stamper, Richard E.</b> Radio Operator 16051382	*** Joined Sqd 4/14/44 Completed Tour 10/2/44 Trans/70th RCD 10/9/44 (Peretti)	<b>Steinke, Arthur A.</b> Gunner 39204852	Joined Sqd 5/21/44 KIA Leverkusen 10/18/44 (Dayball)
<b>Staples, Charles W.</b> Gunner	Joined Sqd 7/6/44 Completed Tour 4/10/45 (Van Dyke)	<b>Steinke, Donald H.</b> Pilot 0-807537	Joined Sqd 4/21/44 KIA Bernberg 7/7/44
<b>Staples, Woody</b> Gunner	*** Joined Sqd 7/1/44 Completed Tour 12/21/44 (Washburn)	<b>Stell, Charles E.</b> Radio Operator 18187261	Joined Sqd 10/26/44 KIA Kaiserslautern 12/28/44 (Bledsoe)
<b>Starring, Alfred A.</b> Pilot 0-743121	Joined Sqd 12/8/43 KIA Escalles Sur Buchy on 1/21/44	<b>Stenstrom, Robert W.</b> Gunner 16129841	*** Joined Sqd 8/8/44 Abandoned ship at Alasce Lorraine, France 1/21/45 INJ 515 Sta Hosp 3 days Completed Tour 4/6/45 (Franks)
<b>Staflambam,</b> Sgt	Joined Sqd 5/27/44 ? Retrn'd/DS 5/27/44	<b>Stephanovic, Reubin J.</b> Gunner 13169810	Trans frm 492 BG 8/13/44 KIA Kaiserslautern 12/28/44 (Konstand)
<b>Steadham, Roy J.</b> Bombardier 0-668816	Joined Sqd 10/20/43 KIA Brunswick 4/8/44 25th mission (Altemus) <i>WILLIAMS</i>	<b>Sternbeck, Lawton L.</b> Pilot 0-693572	*** Joined Sqd 2/10/44 INT Sweden (Tutow) 4/9/44 Retrn'd to Base 10/13/44 (Palmer)
<b>Steele,</b> Gunner	Trans frm 66th 4/20/44 Trans to ? BG 5/31/44 (Morrison)	<b>Stevens, Earl C.</b> Ordnance 0-1548316	Trans frm 2nd AD 2/5/45 Home/Queen Mary 6/16/45
<b>Steele, Arthur M.</b> Gunner 19170304	Joined Sqd 12/8/43 KIA Escalles Sur Buchy on 1/21/44 (Starring)	<b>Stevens, Howard J.</b> Orderly Room (055) 32346487	Retrn'd to ZOI 5/28/45 Flew home in 41-10504
<b>Steele, Carlton E.</b> CPL (862) 35707506	Retrn'd to ZOI 5/22/45 Flew home in 44-50588	<b>Stewart, Joseph F.</b> Bombardier 0-2063204	Joined Sqd 2/19/45 Retrn'd to ZOI 5/30/45 Flew home in 44-49425 (Roberts)
<b>Steele, Chauncey H. Jr</b> Gunner 33289520	*** Trans frm 66th 4/20/44 POW Bernberg 7/7/44 Down on 35th mission (Wilson)	<b>Stewart, Verne C.</b> Gunner 38148621	Joined Sqd 8/3/42 ETO/Fight Echln 10/2/42 KIA Wilhelmshaven 1/27/43 (Cargile)
		<b>Stillwell, Roy C.</b> 16047552	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Stine, Ralph J.</b> Armament 19002662 Gunner	Joined Sqd 8/3/42 ETO/Queen Mary 9/5/42 Busted 11/10/43 Trans to combat 12/6/43 EAC FW190 Destroyed 2/24/44 WIA Brunswick 4/8/44 (Cary)	<b>Stubbs, Harry C.</b> Pilot 0-827834	Joined Sqd 6/20/44 Completed Tour 12/6/44 Trans/70th RCD 1/13/45 Trans to ZOI 12/27/44 (Barnhart)
<b>Stine, Robert J.</b> Navigator 0-662388	*** Joined Sqd 8/3/42 ETO/Flight Echln 10/2/42 EAC FW190 Probable 5/14/43 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 Completed Tour 8/23/43 Retrn'd to ZOI 8/24/43 (Holmes)	<b>Stufflebeam, Dale</b> Gunner 17069020	Joined Sqd 1/27/44 Completed Tour 7/4/44 DS/1287 MP 7/10/44 Trans/8th HQ 8/2/44 (Hamlyn)
<b>Stone, Cecil F.</b> Gunner 18179190	Joined Sqd 4/18/44 (Edmonson)	<b>Stuprich, John P.</b> Pvt (555) 39559575	Trans frm Hdqtrs 11/1/44 Retrn'd to ZOI 5/21/45 Flew home in 44-50536
<b>Stone,</b> Pvt	Trans/464th Sub Depot on 6/9/44	<b>Subject, Adam</b> 16044034	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Storovich, Robert D.</b> Gunner 37332475	Joined Sqd 6/19/43 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 EAC ME109 Destroyed 10/1/43 WIA Bailed out/Italy 10/1/43 Retrn'd to Base via ATC on 10/4/43 Trans to 77th Hospital (Kessler) DSD 1956	<b>Sudderth, Ray E.</b> Pilot 0-817861	*** Joined Sqd 3/5/44 Completed Tour 10/10/44 (Principe)
<b>Straccioni, Michael A.</b> Ordnance 33051744	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	<b>Sullivan, Kenneth E.</b> Gunner 35563810	Joined Sqd 1/31/44 KIA Gotha 2/24/44 Captured/died in Hospital (Bell)
<b>Strahler, George R.</b> Gunner 33624420	Joined Sqd 12/28/44 Retrn'd to ZOI 5/28/45 Flew home in 42-51108 (Vaughn)	<b>Sullivan, Maxwell W. Jr</b> Pilot 0-24058 0-204058	Joined Sqd 8/3/42 ETO/Flight Echln 10/2/42 KIA Wilhelmshaven 1/27/43 Buried at Margraten
<b>Strandberg, Clarence W.</b> Radio Operator 17026880	*** Joined Sqd 6/19/43 DS/Benghazi 6/26/43 POW Foggia 8/16/43 Retrn'd to Base 9/24/43 (Shannon)	<b>Summers, Earle T.</b> A.M. 15334411	*** Joined Sqd 6/8/42 Retrn'd to ZOI 5/30/45 Flew home in 42-109805
		<b>Summers, Erwin A.</b> Gunner 34630635	*** Joined Sqd 6/23/44 Completed Tour 3/24/45 (Kay)
		<b>Suskind, Saul</b> Engineer 6979809	Joined Sqd 4/10/42 ETO/Queen Mary 9/5/42 KIA Wilhelmshaven 1/27/43 (Cargile) Buried at Margraten
		<b>Sutton, John R.</b> Bombardier 0-717117	Joined Sqd 8/3/44 Retrn'd to ZOI 5/28/45 Flew home in 42-52643 (Boggs)

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
Swank, Robert C. Engineer 35550352	*** Joined Sqd 6/23/44 Completed Tour 11/21/44 DS/Belgium 11/30/44 (Kay)	Swegel, Robert V. Gunner 33615561	*** Joined Sqd 1/4/44 Retrn'd to ZOI 5/21/45 Flew home in 44-50536 (Warner)
Swanson, Clark E. Pilot 0-728034	Joined Sqd 8/6/42 ETO/Queen Mary 9/5/42 KIA St Nazaire 1/3/43 (Erwin)	Sweigard, George R. Radio Operator 33162877 Communications	*** Joined Sqd 8/3/42 ETO/Queen Mary 9/5/42 Grounded/Age 11/4/42 (Sullivan)
Swanson, Richard Armament 17018281	Joined Sqd 10/23/44 Trans/Infantry 2/1/45	Sweigart, Glenn H. Pilot 0-747360	*** Joined Sqd 3/24/44 POW Berlin 4/29/44
Sweeney, George Jr Gunner 15335699	*** Joined Sqd 3/2/44 EAC ME109 Destroyed 4/22/44 Bailed out 7/4/44 Completed Tour 7/9/44 DS/1287 MP 7/17/44 Trans to ZOI 8/9/44 (Schaefer)	Swisher, Wendell O. Radar Equip 15018379	Trans frm 392 BG 1/25/45
		Synowiec, Walter J. Ordnance 36335818	ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/28/45 Flew home in 44-40276
		<p><i>SYVERSON, R.H. PILOT 3/21/45</i></p>	
<b>T</b>			
Tabor, James A. Navigator 0-736908	Joined Sqd 6/17/43 DS/Benghazi 6/26/43 KIA Lecce 7/2/43 (Peterson)	Tasker, Kenneth (911) 13113629	Joined Sqd 3/5/44 Retrn'd to ZOI 5/30/45 Flew home in 42-109805
Tarlton, Robert A. Gunner 15394361 (Ricketts) DSD	Joined Sqd 5/21/44 Completed Tour 8/23/44	Tate, Thomas M. Radio Operator 34473528	Trans frm 392 BG 10/5/43 Froze Hands/Feet 11/26/43 EAC FW190 Destroyed 4/11/44 Completed Tour 6/8/44 Trans/Station 119 6/8/44 (Meador)
Tarquinio, Joseph Ordnance 33161273	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	Taylor, Charles B. Jr Gunner 33582552	Joined Sqd 6/7/44 Retrn'd to ZOI 5/28/45 Flew Home in 42-51224 (Anderson, N.)
Tarzia, Michael Gunner 32544697	Joined Sqd 2/11/44 Completed Tour 5/30/44 DS/1287 MP 6/16/44 Trans to ZOI 8/9/44 (Bowman)	Taylor, Oran J. Bombardier 18062096	Joined Sqd 10/14/42 ETO/Queen Mary 9/5/42 DS/Benghazi 6/26/43 KIA Lecce 7/2/43 (Garrett)
Tash, James E. Gunner 19042354	Joined Sqd 10/25/44 Retrn'd to ZOI 5/21/45 Flew home in 44-50536 (Erikson) <i>Warner's</i>		

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Taylor, Paul L. Engineer 34729536	*** Joined Sqd 12/15/44 Completed Tour 2/7/45 Retrn'd to ZOI 5/28/45 Flew home in 41-10504 (Linsday)	Tencaky, Andy J. Gunner 16072477	Joined Sqd 3/16/43 DS/Bengahzi 6/26/43 KIA Lecce 7/2/43 (Garrett)
Taylor, Robert D. Inspector 6919417	*** ETO/Queen Mary 9/5/42 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 DS/AM School 9/9/44 Retrn'd to Base 9/19/44	Terwey, Alfonse J. Gunner 37281321	Joined Sqd 3/16/43 DS/Bengahzi 6/26/43 EAC ME109 Destroyed 8/1/43 Retrn'd to Base 8/16/43 DS/Tunis 9/19/43 Retrn'd to Base 10/12/43 EAC ME109 Destroyed 12/11/43 KIA Bremen 12/16/43 Crash Landed on Coast (Jones) AMC Plot A, Row I, Grave 36
Taylor, Robert L. Intellegence	*** Trans frm Group 6/16/44 Home/Queen Mary 6/16/45	Testa, Arthur F. Gunner 35520803	Joined Sqd 12/26/43 KOD Practice Mission 1/13/44 (Hovey) AMC Plot C, Row 2, Grave 79
Taylor, Russell G. Gunner 39196030	Joined Sqd 3/14/44 KIA Hamm 4/21/44 (Hovens)	Thaler, Robert E. Gunner 35683489	Joined Sqd 7/27/44 Completed Tour 4/14/45 (Liebrich)
Taylor, William J. Gunner Radar Jammer 37661415	*** Joined Sqd 3/14/44 DS/Belgium 11/30/44 Flew 25 missions (Hovens) Retrn'd to ZOI 5/28/45 Flew home in 44-40276 (Garbade)	Thayer, Arthur JAMES Radio Operator GUNNER	Joined Sqd 5/22/44 Completed Tour 8/17/44 (Ford)
Tebbe, Louis A. Nose Turret 37148463	Joined Sqd 8/3/44 Retrn'd to ZOI 5/28/45 Flew home in 42-52643 (Boggs)	Thelan, G.A. Lt	Joined Sqd 1/31/44
Teitel, Abraham Bombardier 0-678496	Joined Sqd 10/8/44 POW Escalles Sur Buchy on 1/21/44 Retrn'd to Base 6/24/44 DS/USAF Hdqtrs 6/27/44 (Sobotka)	Thomas, Adjutant	Joined Sqd 7/1/42 Trans prior 8/15/42
Temple, George W. Navigator 0-797423	*** Joined Sqd 6/19/43 DS/Bengahzi 6/26/43 POW Foggia 8/16/43 Escaped/Prison 9/20/43 Met 44th/Tunis 9/23/43 Retrn'd to Base via ATC on 10/4/43 Trans/8th AF Hdqtrs (Shannon)	Thomas, Clyde A.M. 37100888 Op Lemon DROP	Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
		Thomason, Thomason, Robert U. 14036340	Trans/Infantry 2/1/45 ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
		Thompson, Lloyd K. Gunner 18108193	Joined Sqd 3/5/44 Completed Tour 8/24/44 Trans/8th AFRD 8/23/44 (Principe)

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<b>Thompson, Carl C.</b> Armament Navigator 0-443366	Joined Sqd 4/15/42 ETO/Queen Mary 9/5/42 DS/Benghazi 6/26/43 Retrn'd to Base 10/12/43 (Garrett)	<b>Tofte, Donald F.</b> Pilot T-123159	Joined Sqd 7/8/44 INT Switzerland Oberpaffenhofen 7/21/44 Retrn'd to Base 10/31/44
<b>Thompson, Clarence W.</b> Navigator 0-1297615	Joined Sqd 11/26/44 Retrn'd to ZOI 5/26/45 Flew home in 42-50806 (Erikson)	<b>Toles, Robert J.</b> A.M. 19063322	Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/30/45 Flew home in 42-109805
<b>Thurman, Otto</b> Transportation	Joined Sqd 7/14/42	<b>Tolliver, Harry C.</b> A.M. 17055126	Trans/Infantry 1/1/45
<b>Tiller, Homer M.</b> Gunner 38101171	Joined Sqd 3/24/44 KIA Berlin 4/29/44 (Sweigart)	<b>Tomlin, Thomas H.</b> Armament 39256559	*** DS/Kirkham 6/17/44 2 wks Retrn'd to Base 5/22/44 Reclass to 678 2/5/45 Home/Queen Mary 6/16/45 DSD
<b>Tilson, John H.</b> Ordnance OF 0-1549392	Joined Sqd 4/11/44 Home/Queen Mary 6/16/45	<b>Toothaker, Lester G.</b> Gunner	(Mendenhall)
<b>Tilton, Charles W.</b> Bombardier 0-2072298	*** Joined Sqd 2/5/45 Retrn'd to ZOI 5/22/45 Flew home in 44-49387 (Comstock)	<b>Torkelsen, Vernon L.</b> Radio Operator 37288650	Joined Sqd 6/2/44 Completed Tour 11/6/44 (Donald)
<b>Tilton, Francis A.</b> Gunner 11023887	Joined Sqd 7/6/44 Completed Tour 11/13/44 Trans/70th RCD 12/13/44 (Kohler)	<b>Torno, Charles</b> Engineer 37395797 <i>MARKS - ON 10 MAY, 44</i>	*** Joined Sqd prr 8/1/44 Completed Tour 11/22/44
<b>Tinney, Jack R.</b> Lt 0-382727	*** Joined Sqd 6/25/43 Trans to 67th	<b>Torell, Quinton L.</b> Pilot 0-693434	Joined Sqd 3/5/44 Trans/66th 7/1/44
<b>Toczyl, Benjamin R.</b> Pilot 0-662392	Joined Sqd 8/3/42 Trans/66th 8/15/42	<b>Townsend, Ed W. (Bud)</b> Pilot Mess Officer 0-690278	Joined Sqd 8/16/44 Grndd/Medical 10/18/44 Served as Mess Officer in EMCM (Lehnhausen, E.)
<b>Todd, Robert T.</b> Crew Chief 6254770	Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 Dusseldorph leave 5/12/45 Retrn'd to ZOI 5/21/45 Flew home in 44-49425	<b>Townsend, Raymond H. Jr</b> Pilot 0-670670	Joined Sqd 9/8/43 KIA Brunswick 4/8/44
<b>Todd, Webb C.</b> A.M. 18047021	*** Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 DS/Tunis 9/19/43 Retrn'd to Base 10/12/43 Home/Queen Mary 6/16/45	<b>Traceber,</b> Lt	Joined Sqd 10/20/44 (Lehnhausen, R.)
		<b>Tracy, Edward F.</b> Cook EMCM 13076796	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
		<b>Trageser, William J. Jr</b> Navigator 0-718459	*** Joined Sqd 8/3/44 Retrn'd to ZOI 5/28/45 Flew home in 42-52643 (Boggs)

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**68TH SQUADRON ROSTER**

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
Trevino, Ernesto L. 38034151	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45		Needs Verification
Tribke, George C. 36314787	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	Tull, Donald D. 37015025	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
Tripe, Leland J. A.M. 37144009	*** Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/28/45 Flew home in 42-52643	Turley, Ernest C. 35428460	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
Troxel, William J. Nose Turret 35878374	Joined Sqd 12/20/44 Retrn'd to ZOI 5/22/45 Flew home in 42-51965 (Mc Kinney)	Turley, Harold N. Gunner 36451597	Joined Sqd 6/2/44 INT Switzerland Oberpfaffenhofen 7/21/44 Retrn'd to Base 10/19/44 Retrn'd to ZOI 3/15/45 (Anderson,J.)
Trudeau, James R. Gunner	Joined Sqd 5/22/44 Completed Tour 8/17/44 (Dobbs)	Turner, Shelby O. Navigator 0-523240	*** Joined Sqd 11/10/44 Completed 28 Missions Dusseldorph leave 5/13/45 Retrn'd to ZOI 5/30/45 Flew home in 42-95001 (Ackerman)
Trumbo, Grover C. <del>Bombardier</del> 0-739637 NAV	Joined Sqd 9/5/43 EAC ME109 Destroyed 10/9/43 Trans/506th 2/3/44 Completed Tour 8/17/44 (Marcouiller)	Turocy, John W. Navigator 0-695992	*** Joined Sqd 3/24/44 POW Berlin 4/29/44 (Sweigart) DSD Cancer 1984
Trusler, Kenneth R. Engineer 35631071	*** Joined Sqd 3/5/44 Comp.31 missions 8/17/44 Trans/8th ARFD 8/17/44 (Principe)	Tyler, Leo M. Gunner 17155940	Joined Sqd 10/24/43 KIA Escalles Sur Buchy on 1/21/44 (Mathisen)
Tucker, Fred G. Gunner	Joined Sqd 5/22/44 EAC ME109 Probable 6/22/44 Completed Tour 8/17/44 (Ford)	Tyndall, Theodore B. Gunner 34788582	*** Joined Sqd 12/15/44 Completed Tour 5/7/45 Retrn'd to ZOI 5/28/45 Flew home in 41-10504 (Lindsay)
Tucker, William L. Pilot	Joined Sqd 10/7/44 Trans/392 BG 10/10/44	Tyson, John P. Cook	Court Martialled to 20 Years Hard Labor
Tufa, Engineer	MIA Leverkusen 10/18/44 (Lehnhausen,E.)		

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**68TH SQUADRON ROSTER**

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Van Oyen, Harold D.</b> Gunner 37144043	Joined Sqd 3/31/42 ETO/Queen Mary 9/5/42 KIA Kiel 5/14/43 (Howell)	<b>Vickery, Norman A.</b> Bombardier 0-734764	Retrn'd after the War (Whitaker)  *** Joined Sqd ? <i>66</i> DS/Benghazi 6/26/43 <i>w/ McHenry</i> Trans to 66th Trans to Group 8/2/44 Promoted Group Bombardier on 8/2/44 Retrn'd to Base 8/25/43 DS/Tunis 9/16/43 Retrn'd to Base via ATC on 10/4/43
<b>Van Rogers, Otis</b> Gunner	*** Joined Sqd 1/1/44 (Zerman)	<b>Villemez, Lawrence R.</b> Crew Chief 18060286	*** ETO/Queen Mary 9/5/42 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Retrn'd to ZOI 5/22/45 Flew home in 44-49387
<b>Vanecek, Joseph V.</b> Pilot 0-715873	*** Joined Sqd 8/3/44 Retrn'd to ZOI 5/28/45 Flew home in 42-52643 (Boggs) DSD Leukemia 11/84	<b>Villella, George</b> Eng. Clerk 33403243	*** ETO/Mariposa 5/1/43 Joined Sqd 5/10/43 Home/Queen Mary 6/16/45
<b>Vanderweide, Edward B.</b> Radio Operator 37470100	*** Joined Sqd 6/2/44 INT Switzerland Oberpfaffenhofen 7/21/44 Retrn'd to Base 2/15/45 Retrn'd to ZOI 3/15/45 (Anderson, J.)	<b>Vitiello, Anthony L.</b> Radio Operator 32414784	Joined Sqd 7/3/44 Completed Tour 4/10/45 (Dobbs)
<b>Vanderhead,</b> Navigator	Joined Sqd 12/28/43  (Brown)	<b>Vogel, Charles F.</b> Gunner 33793289	Joined Sqd 1/22/45 Retrn'd to ZOI 5/21/45 Flew home in 44-50755 (Kiggins)
<b>Vandermeer,</b> Bombardier		<b>Vogel, Robert I.</b> Gunner 35310806	Joined Sqd 6/19/43 DS/Benghazi 6/26/43 EAC FW190 (2) Destroyed 8/16/43 EAC ME109 Destroyed 8/16/43 POW Foggia 8/16/43 Retrn'd to Tunis 9/24/43 Retrn'd to Base via ATC on 10/4/43 Left for USA 11/13/43 (Shannon) DSD Liver Problem 1975
<b>Vasquea, Octaviano</b> 39021465	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	<b>Voight, Lorin L.</b> Gunner 19186262	Joined Sqd 5/5/44 POW Berberg 7/7/44 (Weaver)
<b>Vaughn, Alvin R.</b> A.M. 34136672	*** Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45		
<b>Vaughn, John W.</b> Pilot 827840 <i>PIGG'S CREW</i> <i>1st MISSION 2 to Destroy</i>	Joined Sqd 12/28/44 Retrn'd to ZOI 5/28/45 Flew 42-51108 Home		
<b>Vaughn, Romie C.</b> A.M. 14071033	*** ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45		
<b>Vergo, Thomas C.</b> Cook EMCM 32254171	*** Joined Sqd 4/16/42 ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/28/45 Flew home in 41-10504 DSD 3/17/89		
<b>Vickery, Eugene P.</b> Navigator 0-794077	Joined Sqd 1/16/43 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 MLA Wiener-Neustadt 10/1/43		

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**68TH SQUADRON ROSTER**



NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Wackowski, Felix</b> Ordnance 33155879	ETO/Queen Mary 9/5/42 Reclass to 405 5/28/44 Home/Queen Mary 6/16/45	<b>Walker, Donald E.</b> Radio Operator 38468759	Joined Sqd 8/8/44 Abandoned ship at Alasca Lorraine, France 1/21/45 Completed Tour 4/6/45 (Franks)
<b>Waddell, Carroll W.</b> Radio Operator 18169374	*** Joined Sqd 2/28/44 POW Friedrichshafen 3/8/44 (Nichols)	<b>Walker, Ewal G.</b> Ordnance 18219318	Retrn'd to ZOI 5/22/45 Flew home in 44-50512
<b>Waddle, Jack W.</b> Gunner 33696728	Joined Sqd prr 11/15/44 Retrn'd to ZOI 5/22/45 Flew home in 44-50769 (Pitts)	<b>Walker, Frank G.</b> A.M. 17055112	Joined Sqd 3/30/44 Retrn'd to ZOI 5/28/45 Flew home in 42-62643
<b>Waferman, Joseph E.</b> Gunner	Joined Sqd 5/22/44 (Gayman)	<b>Walker, Joseph H.</b> Engineer 14135751	Joined Sqd 10/10/44 KIA Dortmund 1/28/45 (Corwine)
<b>Wagner, Charles H.</b> A.M. 13029488	*** Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/28/45 Flew home in 42-95021	<b>Walkowick, Anthony</b> 33114233	*** ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Wagner, Ray T.</b> Gunner 6588874	Joined Sqd 4/27/44 Completed Tour 2/9/45 (Eckstein)	<b>Wallo, John C.</b> 13052226	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>Waite, Edward R.</b> Engineer 13013601	Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 DS/Bengahzi 6/26/43 INJ Lecce 7/2/43 Retrn'd to Base 8/26/43 Completed Tour 11/25/43 (Diehl)	<b>Wallis, Raymond O.</b> Gunner 33422896	Joined Sqd 7/8/44 Completed Tour 12/10/44 (Mondloh)
<b>Waites, Doyle D.</b> A.M. Crew Chief 18064132	*** Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Reclass to 750 on 2/5/45 Retrn'd to ZOI 5/28/45 Flew home in 42-51108 DSD Cancr 4/23/89	<b>Walser, Walter A.</b> Navigator 0-808192	Joined Sqd 1/31/44 INT Friedrichshafen 3/8/44 (Dyer)
<b>Waitt, Kenneth J.</b> Engineer 37491890	Joined Sqd 8/2/44 Completed Tour 1/8/45 (Barnhart)	<b>Walsh, John R.</b> Navigator 0-798405	Joined Sqd 9/1/43 DS/Tunis 9/19/43 Retrn'd to Base via ATC on 10/4/43 WIA Furth 2/25/44 <del>Trans 453 BC 3/16/45</del> No (Hamlyn) <i>Secretary Peterson</i>
<b>Walker, C.B.</b> Lt	POW Bernberg 7/7/44 (Wilson)	<b>Walton, Elbert B. (Jim)</b> Gunner 33541071	Joined Sqd 1/28/45 Retrn'd to ZOI 5/28/45 Flew home in 42-95021 (Van Dyke)
		<b>Waltz, Herbert W.</b> Ordnance 33013178	ETO/Queen Mary 9/5/42 Reclass 901 on 3/1/45 Retrn'd to ZOI 5/22/45 Flew home in 42-51965

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
Ward, Edwin M. Jr Pilot 0-2045032	Joined Sqd 9/1/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Promoted 2nd Lt. 2/18/44 KIA Brunswick 4/8/44 (Townsend)	Weant, Baxter W. Pilot 0-729938	*** Joined Sqd 3/12/43 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 INT Oslo-Kjeller 11/18/43 Retrn'd to Base 1/18/44 DS/London 3/20/44 90 Days Completed Tour 8/10/44 Retrn'd to States 8/19/44 (Lehnhausen, R.)
Ward, Joe F. Gunner 34107345	Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 EAC FW190-2 Destroyed 1/27/43 EAC FW190 Damaged 2/15/43 EAC ME110 Destroyed 3/18/43 DS/Bengahzi 6/26/43 Completed Tour prr 8/1/43 KIA Ploesti 8/1/43 (Houston)	Weatherford, James W. Gunner	Joined Sqd 9/5/43 EAC FW190 Destroyed 12/11/43 Completed Tour 8/19/44 Trans/8th ARFD 8/19/44 (Marcoullier)
Warga, John F. Bombardier 0-682746	Joined Sqd 4/14/44 Completed Tour 10/2/44 Trans to ZOI 12/16/44 (Peretti)	Weaver, Ted L. Pilot 0-693829	*** Joined Sqd 3/5/44 POW Bernberg 7/7/44 Retrn'd 4/21/45 DSD 6/18/86
Warmuth, Laurence A.M. 18065906	*** Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45 DSD 1985	Weber, (Francis G.)? LT	WIA St Vith 5/9/44
Warneke, Lt		Weber, Francis G.	Base Services
Warner, William L. Pilot 0-831301	*** Joined Sqd 1/4/45 Retrn'd to ZOI 5/21/45 Flew 44-50536 Home	Weber, Robert J. Navigator 0-690514	*** Trans frm 66th 4/20/44 Bailed out/Base 5/9/44 Rejoined Sqd 7/17/44 Completed Tour 10/18/44 Trans/70th RCD 2/15/45 (Larson)
Warnigus, Alex A.M. 16051378	Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	Webster, Norman W. 36160538	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
Warren, Owen A.	***	Weems, Manuel A.M. 18053822	Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 DS/389 BG 6/22/43 KOD Portugal 8/29/43
Washburn, Elmer K. Navigator 0-819898	Joined Sqd 7/6/44 (Van Dyke)	Weiner, Stanley C. Navigator 0-674819	Joined Sqd 12/26/43 KOD Practice Mission 1/13/44 (Hovey)
Washburn, George A. Pilot 0-819898	*** Joined Sqd 7/6/44 Completed Tour 12/21/44 Trans to ZOI 12/22/44 (Kohler)	Weinman, Edward I. Gunner 32828525	Joined Sqd 10/10/44 KIA Dortmund 1/28/45 (Corwine)
Wawerna, Joseph E. Gunner	Joined Sqd 5/11/44 Comp.22 Missions 9/4/44 Trans/8th AFRD 9/15/44 (Gayman)		

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Wellman, Harrison W. IV</b> Navigator      0-2065203	Joined Sqd 10/26/44 KIA Kaiserslautern 12/28/44 (Bledsoe) AMC Plot F, Row 6, Grave 129	<b>West, William A.</b> Radio Operator    32752930	Joined Sqd 6/2/44 INT Sweden Polits-Misburg 6/20/44 Retrn'd to Base 11/6/44 (Keller)
<b>Wells, Ted</b> A.M.		<b>Westlake, Robert</b> A.M.                      19065953	Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45 DSD Heart Attack 1960's
<b>Wells, Vernon L.</b> Gunner              17128234	*** Joined Sqd 6/19/43 DS/Tunis 9/19/43 Retrn'd to Base 10/12/43 Completed Tour 5/30/44 Trans/492 BG 6/30/44 Trans/8th AF 7/30/44 (Hughes)	<b>Whitaker, Coleman S.</b> Pilot                      0-885920	Joined Sqd 4/10/43 frn the RAF DS/Bengahzi 6/26/43 Retrn'd to Base 8/12/43 DS/Tunis 9/16/43 KIA Wiener-Neustadt 10/1/43
<b>Wells, Walter U.</b> Gunner              17160572	*** Joined Sqd 6/19/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 INT Oslo-Kjeller 11/18/43 Retrn'd to Base 9/1/44 Rejoined Sqd/this date Trans/70th RCD 9/24/44 (Weant)	<b>Whitaker, Willis O.</b>	Base Services
<b>Welsh, Maurice P.</b> Gunner              37673225	*** Joined Sqd 11/10/44 Completed 28 Missions Retrn'd to ZOI 5/30/45 Flew home in 42-95001 (Ackerman)	<b>Whitman, Edward H.</b> Gunner                      35306039	Joined Sqd 6/17/43 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 WIA Wiener-Neustadt 10/1/43 Retrn'd to Base via ATC on 10/4/43 ReClass to C.Q. 2/3/44 Due to Wounds Completed Tour 2/27/44 Trans/74th Sta. Comp. (Martin)
<b>Wenke, Raymond G.</b> Gunner              16150461	Joined Sqd <sup>10</sup> 1/15/43 KIA Brunswick 4/8/44 (Townsend)	<b>Whitsitt, William H. Jr</b> Navigator                      0-703576	*** Completed Tour 12/21/44 Trans to ZOI 12/22/44 DSD
<b>Wentworth, Jack</b> Gunner	Joined Sqd 3/15/44 MIA Brunswick 4/8/44 (Barry)	<b>Whitten Harold G.</b> Gunner                      38403713	Joined Sqd 7/16/44 DS/Belgium 11/30/44 Completed Tour 3/24/45 (Seever)
<b>Wessinger, James O. Jr</b> Pilot                      0-559389	Joined Sqd 7/8/44 INT Switzerland Oberpfaffenhofen 7/21/44 Retrn'd to Base 10/27/44 (Tofte)	<b>Whittington, Robert S.</b> Operations                      32254158	*** Joined Sqd 4/10/42 ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
<b>West, Thomas J.</b> Engineer              35507399	*** Joined Sqd 11/23/44 Retrn'd to ZOI 5/22/45 Flew home in 44-50769 (Pitts)	<b>Whitworth, John L.</b> Gunner                      34448789	*** Joined Sqd 3/15/44 POW Brunswick 4/8/44 First mission Liberated 5/3/45 (Barry)

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Wholley, Francis G.</b> Navigator 0-814470	*** Trans frm 66th 4/20/44 Down on 35th mission POW Bernberg 7/7/44 (Wilson)	<b>Williams, Henry H.</b> A.M. 37016597	Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 INJ Bike Accident (Partially Paralyzed)
<b>Wickham, William G.</b> A.M. 13038630	*** Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	<b>Williams, Homer W.</b> Gunner 33211862	Joined Sqd 1/31/44 INT Friedrichshafen 3/18/44 Retrn'd to Base 11/9/44 (Dyer)
<b>Wiggins, Francis R.</b> Pilot	Joined Sqd 5/26/44	<b>William, John B.</b> Gunner	*** Joined Sqd 5/21/44 Completed Tour 8/23/44 (Ricketts) DSD
<b>Wiggins, Clyde E.</b> Gunner 34834058	Joined Sqd 10/26/44 Reclass/521 on 2/11/45 Trans/12th RCD 2/20/45 (Garbade)	<b>Williams, James B.</b> Pilot 0-801316	*** Joined Sqd 12/8/43 Completed Tour 5/19/44 (Rose)
<b>Wilde, Earl P.</b> Gunner 35508635	Joined Sqd 2/28/44 POW Friedrichshafen 3/18/44 Retrn'd (Nichols)	<b>Williams, James C. Jr</b> Pilot	Joined Sqd 10/20/43 LOA 10 Day 5/30/44
<b>Wilder, Arthur O.</b> 34058535	ETO/Queen Mary 9/5/42 Trans/2nd Gen Hosp. on 1/29/44	<b>Williams, Richard D.</b> Flight Chief 14044924	*** ETO/Queen Mary 9/5/42 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 DS/Great Sanky 8/5/44 Retrn'd to Base 8/22/44 Dusseldorph leave 5/12/45 Home/Queen Mary 6/16/45
<b>Wilkenson, Oscar H.</b> Navigator 0-426964	Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 KIA Wilhelmshafen 1/27/43 (Cargile) Buried at Margraten	<b>Williams, Sam D.</b> Pilot 0-524481	*** Joined Sqd 9/1/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 WIA Escalles Sur Buchy on 1/21/44 Flew 18 missions 13 Trans/Hosp. 1/22/—4/23/44 Trans/27th AT Grp 6/9/44
<b>Willems, Frank J.</b> Gunner 15060809	*** Trans frm 66th 4/20/44 Down on 35th mission POW Bernberg 7/7/44 (Wilson)	<b>Williams, Theodore R.</b> Pilot 0-720651	*** Joined Sqd 2/4/45 Retrn'd to ZOI 5/22/45 Flew 44-49387 Home
<b>Williams, Alfred R.</b> Radar Navigator 0-707471	Trans frm 392 BG 1/25/45 Trans/392 BG 2/19/45	<b>Williams, Thomas P.</b> Mick/Navigator 0142	*** Trans frm 506th 3/7/45
<b>Williams, Charles E.</b> Engineer 36451793	Joined Sqd 4/26/44 KIA Politz-Misburg 5/29/44 AMC Plot E, Row 4, Grave 19 (Smith)		
<b>Williams, George V.</b> Engineer 13018547	*** Joined Sqd 1/29/44 INT Friedrichshafen 3/18/44 (Dyer)		

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Williams, Truit H.</b> A.M. Gunner 18037355	Joined Sqd 6/8/42 ETO/Queen Mary 9/5/42 Trans to Combat 4/2/43 DS/Benghazi 6/26/43 WIA Lecce 7/2/43 KIA Ploesti 8/1/43 (Diehl)	<b>Winistorfer, George A.</b> Cook EMCM 36764420	Joined Sqd ? Retrn'd to ZOI 5/22/45 Flew home in 44-50512
<b>Williams, William J.</b> Pilot	*** Joined Sqd 2/19/45 (Roberts)	<b>Winlaraki,</b> Sgt	Joined Sqd 10/12/44
<b>Wilner, Jerome</b> Bombardier 0-2056755	Joined Sqd 10/25/44 Retrn'd to ZOI 5/28/45 Flew home in 42-51224 (Anderson, N)	<b>Winter, LeRoy R.</b> 19064228	*** <i>LeRoy</i>
<b>Wilson, Arthur B. Jr</b> Crew Chief 37117174	*** ETO/Queen Mary 9/5/42 DS# 3/3/44 Retrn'd to Base 3/20/44 Retrn'd to ZOI 5/21/45 Flew home in 42-51704 DSD Heart Attack 8/8/71	<b>Winters, Charles R.</b> Gunner 15083850	Joined Sqd 7/3/44 Completed Tour 4/20/45 (Zerman)
<b>Wilson, Frank A.</b> PFC (65?)	Retrn'd to ZOI 5/22/45 Flew home in 44-50769	<b>Wise, Soloman I.</b> Gunner 37135114	Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 KIA Wilhelmshaven 1/27/43 (Cargo)
<b>Wilson, James A.</b> Pilot 0-690017	Trans frm 66th 4/20/44 POW Bernberg 7/7/44 34th Mission (Larson)	<b>Wiseman, Douglas D.</b> Sgt (756) 36172448	ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/28/45 Flew home in 44-40276
<b>Wilson, John E.</b> Radio Operator 17020933	*** Joined Squadron 6/1/42 ETO/Queen Mary 9/5/42 Paris leave 4/5/45 Retrn'd to ZOI 5/21/45 Flew home in 44-50755 Discharged 9/5/45	<b>Witkin, Leonard</b> Navigator 0-701359	Joined Sqd 8/16/44 KIA Leverkusen 10/18/44 (Lehnhausen, E.)
<b>Wilt, Kenneth E.</b> Pilot 0-819238	Joined Sqd 6/2/44 INT Politz-Misburg 6/20/44 Retrn'd to Base 11/1/44 (Keller)	<b>Wolf, Howard C.</b> Gunner 42062382	Joined Sqd 12/15/44 Completed Tour 5/7/45 (Lindsay)
<b>Winchester, Ben</b> Pilot		<b>Wolf, Joseph R. Jr</b> A.M. 19049763	*** ETO/Queen Mary 9/5/42 Paris leave 4/5/45 Retrn'd to ZOI 5/21/45 Flew home in 44-50755
<b>Wing,</b> Pilot	Joined Sqd 1/31/44 (Bell)	<b>Wolfe, Chester R.</b> A.M. 35036742	ETO/Queen Mary 9/5/42 DS/389 BG 6/22/43 INT Portugal, Killed 8/27/43 AMC Plot F, Row 15, Grave 3
<b>Winiaraki, Walter E.</b> Ordnance 36335306	ETO/Queen Mary 9/5/42 Reclass/835 on 12/26/44 Home/Queen Mary 6/16/45	<b>Wood,</b> Gunner	Joined Sqd 9/5/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Completed Tour 8/17/44 Trans/8th AFRD 8/17/44 (Marcouiller)

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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
Wood, Francis M. Crew Chief 34133012	*** ETO/Queen Mary 9/5/42 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Retrn'd to ZOI 5/26/45 Flew home in 42-50806	Woolman, Joseph S. Gunner 33809655	Joined Sqd 12/15/44 Completed Tour 5/7/45 Retrn'd to ZOI 5/28/45 Flew home in 41-10504 (Lindsay)
Wood, Gordon A.M.	*** Home/Queen Mary 6/16/45	Wright, Euereh 16034855	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
Wood, Hal N. Gunner 18113166	Joined Sqd 3/14/44 ✓ KIA Hamm 4/21/44 (Hgvens) <i>HAYENS</i>	Wright, James F. Jr Bombardier 0-2056682	*** Joined Sqd 10/25/44 Retrn'd to ZOI 5/26/45 Flew home in 42-50806 (Erikson)
Wood, Theodore M. Sgt 18015826	ETO/Queen Mary 9/5/42 DS/Bengahzi 6/26/43	Wright, Robert H. Radio Operator 34107280	Joined Sqd 8/3/42 ETO/Flight Echlon 10/2/42 DS/Bengahzi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/12/43 Completed Tour 10/10/43
Wood, Victor L. CPL (685) 37395957	Retrn'd to ZOI 5/26/45 Flew home in 42-50806	Wright, Vernon 38090135	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45
Woodland, Gordon C. Bombardier 0-769206	Joined Sqd 6/23/44 Completed Tour 2/3/45 Trans/70th RCD 2/13/45 (Barnhart)	Wright, Walter Bombardier	Joined Sqd 11/26/44 Completed Tour 3/15/45 (Erikson)
Woodlock, Frank W. Navigator	Joined Sqd 5/22/44 Completed Tour 8/17/44 Trans/12th RCD 8/23/44 (Gayman)	Wulfers, Jack E. Ordnance 36247197	Retrn'd to ZOI 5/28/45 Flew home in 41-10504
Woodruff, Herbert C. Mess Officer 0-562377	*** Joined Sqd 8/4/42 ETO/Queen Mary 9/5/42 Retrn'd to ZOI 5/30/45 Flew home in 44-42189		
Yermack, Murray Armament 32328876	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45	Yocco, Domonick P. Radio Op. 12024064	Trans frm 66th 4/20/44 KIA Bernberg 7/7/44 Down on 35th mission (Wilson)
Yoakum, Arthur M. Gunner 36068208	Joined Sqd 6/17/43 DS/Bengahzi 6/26/43 KIA Lecca 7/2/43 (Peterson)	York, Donald E. Gunner 16089253	Trans frm 66th 8/3/44 Comp. Tour 11/8/44 Trans/70th RCD 12/5/44



\*\*\* Denotes Current Address

## 68TH SQUADRON ROSTER

NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
<b>Young, George A.</b> Ordnance 6871399	Joined Sqd 8/3/44 Trans/50th Sta Comp on 8/31/44 DS/Kirkham 2/5/45	<b>Young, William A. Jr.</b> Navigator 0-808213	*** Trans frm 66th 5/20/44 DS/2nd AD Hqtrs 7/3/44 Comp. Tour 8/3/44 Trans/12th RCD 8/3/44 (Bowman)
<b>Young, Joseph J.</b> Bombardier 0-726101	Joined Sqd 3/21/44 Trans/66th 4/27/44 (Martin)	<b>Young, William C.</b> Gunner 36743059	Joined Sqd 8/16/44 KIA Leverkusen 10/18/44 (Lehnhausen, E.)
<b>Young, Thomas J.</b> Pilot 0-819245	Joined Sqd 6/2/44 INT Switzerland Oberpfaffenhofen 7/21/44 Retrn'd to Base 2/15/45 Retrn'd to ZOI 3/15/45 (Anderson, J.)	<b>Yurt, Louis M.</b> Radio Op. 33672064	Joined Sqd 11/2/44 Trans/459 BG after 12/20/44 (Beckingham)
<i>Young J.D. FLT SQR 68</i>			
<b>Zajicek, James L.</b> Navigator 0-698812	Joined Sqd 3/14/44 ✓ KIA Hamm 4/21/44 (Havens)	<b>Zeller, James W.</b> Gunner 15121601	*** Joined Sqd 12/20/44 Retrn'd to ZOI 5/22/45 Flew home in 42-51965 (Mc Kinney)
<b>Zamler, Herbert H.</b> Engineer 36534581	Joined Sqd 7/8/44 Trans/458 BC8/13/44 (Bravakis)	<b>Zerman, Walter T.</b> Pilot 0-700384	Joined Sqd 7/3/44 WIA Troop Conc. Area 7/24/44 Trans/4210 Hosp. 9/12/44 Completed Tour 4/7/45
<b>Zara,</b> Sgt	Completed Tour 5/2/44 Trans/66th	<b>Zgoda, Raymond J.</b> Gunner 42091738	Joined Sqd 11/23/44 Retrn'd to ZOI 5/22/45 Flew home in 44-50769 (Pitts)
<b>Zarnosky, John W.</b> Flight Chief 7021651	*** ETO/Queen Mary 9/5/42 DS/Benghazi 6/26/43 Retrn'd to Base 8/26/43 DS/Tunis 9/16/43 Retrn'd to Base 10/8/43 Catarpillar Club 10/6/43 DS/Prestwick 10/7/44 Home/Queen Mary 6/16/45 DSD Tumor 3/23/87	<b>Zsitkowsky, Charles S.</b> A.M. 32365257	Joined Sqd 5/31/44 Retrn'd to ZOI 5/28/45 Flew home in 44-40276
<b>Zdonick, Michael P.</b> Gunner 31169351	Joined Sqd 10/5/43 KIA Bremen 12/16/43 (Jones) AMC Plot E, Row 0, Grave 38	<b>Zito, Salvatore</b> Cook EMCM	Joined Sqd ? Home/Queen Mary 6/16/45
<b>Zegzula, Edmund</b> PFC 32177015	Retrn'd to ZOI 5/21/45 Flew home in 44-50536	<b>Zlotnik, M</b> 1st Lt	Comp Tour 12/26/44
<b>Zehm, Omar B.</b> Communications 35275672	ETO/Queen Mary 9/5/42 Home/Queen Mary 6/16/45 DSD In 1969	<b>Zmeiko, John J.</b> 33056464	Reclass/345 on 1/22/45 Trans to Infantry 2/1/45
		<b>Zoellmer, William F.</b> Bombardier 0-769335	*** Joined Sqd 7/16/44 DS/Belgium 11/30/44 Completed Tour 3/24/45 (Dolan) *** Denotes Current Address

## 68TH SQUADRON ROSTER

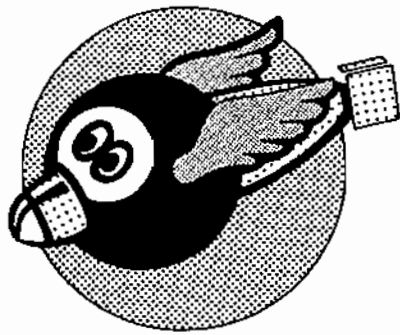
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NAME/POSITION	REMARKS	NAME/POSITION	REMARKS
Zucker, Paul B. Bombardier    0-929633	Joined Sqd 11/23/44 Retrn'd to ZOI 5/22/45 Flew home in 42-51965 (McKinney)	Zuckerman, Max Navigator      0-683888	*** Joined Sqd 10/5/43 Completed Tour 5/30/44 Trans/12th RCD 6/9/44 (Rose)
		Zweijko, John L. Pvt	Joined Sqd 3/30/44

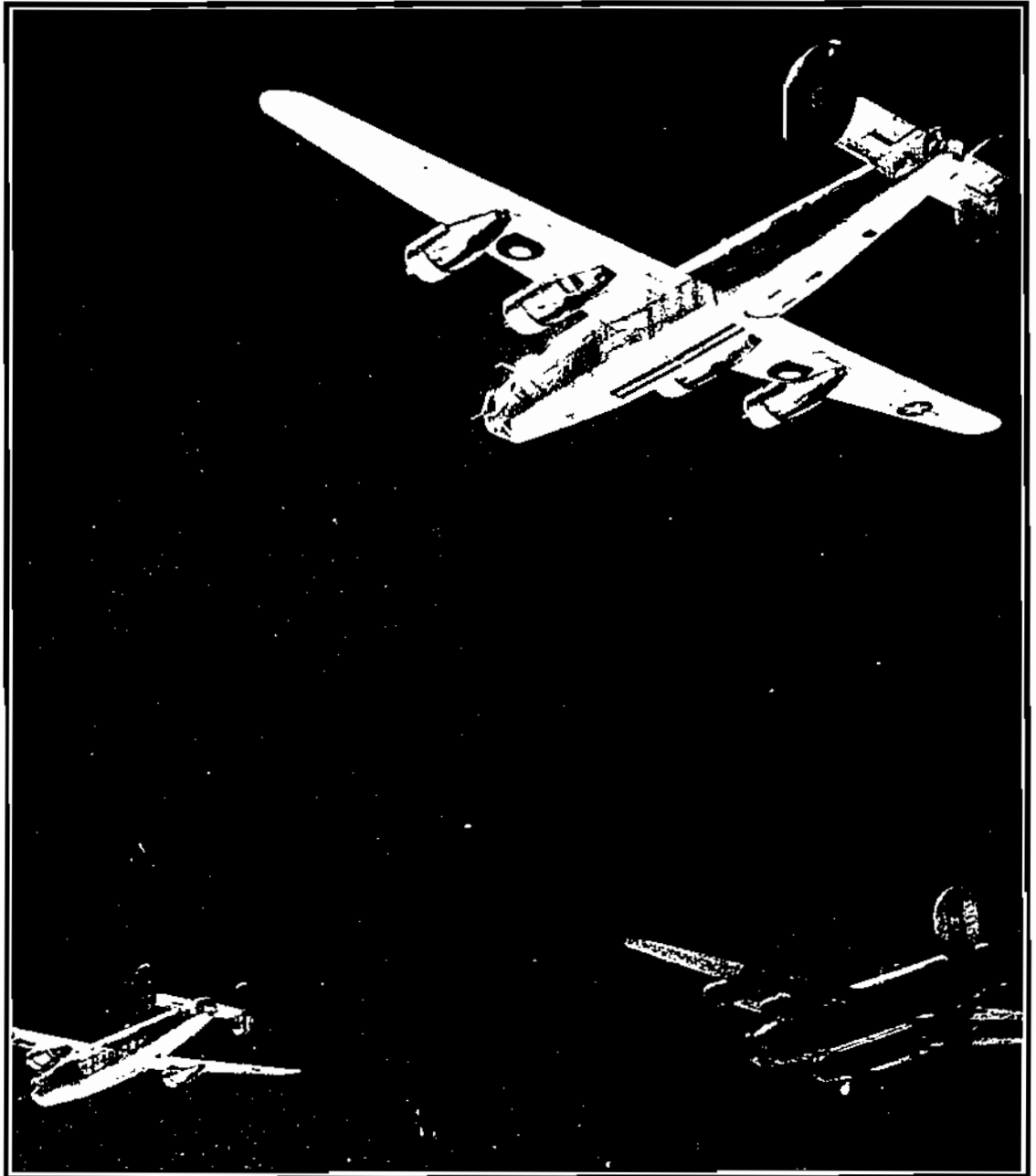
\*\*\* Denotes Current Address

# GROUP AIRCRAFT



THE GROUP AIRCRAFT

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## THE GROUP AIRCRAFT

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The following listing is in sequence by the last three digits of the serial number; 000 through 099, 100 through 199, etc. finally 900 through 999. All the Group A/C were identified by these numbers during the war years. For those men who lived through the war years, it is a convenient way for researching aircraft. It is also an easy way of finding duplicate entries.

Aircraft was moved between the squadrons quite often by transfers or loans making it very difficult to identify the true owner of the aircraft on any given day. Generally call letters as well as aircraft names were changed when aircraft were transferred between squadrons. An example was A/C 021 when it belonged to the 67th squadron, the name was LIMPIN' OLD SADIE and it was renamed to SAN ANTONIO ROSE when it was transferred to the 68th squadron.

Aircraft call letters were officially just the letter, or the letter with a bar above it or a letter with a bar below it, or the letter followed by a +. Generally when A/C were referenced by the call letter, it was just identified by the call letter. Seldom were they identified by Bar A or A Bar, or A +, but just A.

The Editor appreciates all changes or additions from reliable sources.

## THE GROUP AIRCRAFT

**MODEL B24-H SERIAL NO. 42-95001 C/L Z**  
**SQD 68th**

CREW CHIEF Ralph Barron                      PILOT Trent Ackerman  
A/C NAME T.S.TESSIE                      RECEIVED 5/31/44  
REMARKS: *Flew over 100 missions. Last mission flown 4/25/45 (Ackerman) Returned to Zone of Interior 5/28/45. Flew home by Trent Ackerman. RFC 9/25/45.*

**MODEL B24-H SERIAL NO. 42-95016 C/L Z**  
**SQD 506th**

CREW CHIEF    PILOT  
A/C NAME DOWN DE HATCH \*                      RECEIVED 5/1/44  
REMARKS: *Flew a total of sixty missions. Redeployed to the Zone of Interior 5/31/45.*

**MODEL B24-D SERIAL NO. 41-24009 C/L W**  
**SQD 68th**

CREW CHIEF Claude E. Lee                      PILOT George Jansen  
A/C NAME MARGARET ANN                      RECEIVED 4/20/43  
REMARKS: *Flew a total of 7 missions between 5/1/43 and 10/1/43. Landed, then left at Bari, Italy on 10/1/43 by Joe Kessler with battle damage. Transferred to the MTO on 10/13/43. Refurbished and assigned to 98th Bomb Group.*

**MODEL B24-D SERIAL NO. 42-41017 C/L I Bar**  
**SQD 67th**

CREW CHIEF    PILOT Reginald Carpenter  
A/C NAME Unknown                                      RECEIVED  
TARGET Wiener-Neustadt, Austria  
MACR 15559 DATE LOST 10/1/43  
REMARKS: *Damaged, ditched in the Mediterranean Sea on the return. Crew claimed 3 Enemy Aircraft destroyed.*

**MODEL B24-D SERIAL NO. 42-41012 C/L**  
**SQD**

CREW CHIEF    PILOT  
A/C NAME Unknown                                      RECEIVED  
REMARKS: *Crashed enroute from Benghazi 9/1/43. No record of any missions flown from North Africa. Possibly a 93rd Group A/C.*

**MODEL B24-J SERIAL NO. 42-110020 C/L Z**  
**SQD 68th**

CREW CHIEF    PILOT William Altemus  
A/C NAME Unknown                                      RECEIVED 3/26/44  
TARGET Brunswick  
MACR 3854 DATE LOST 4/8/44  
REMARKS: *Shot down by flak. No chutes observed. Later four crew members were reported as POW's.*

**MODEL B24-D SERIAL NO. 42-24013 C/L D Bar**  
**SQD 506th**

CREW CHIEF    PILOT Olson  
A/C NAME TROUBLE \*                                      RECEIVED  
REMARKS: *Last known mission was 8/21/43 to Cancellò. Transferred to the 389th Bomb Group approximately Oct. 1943 Apparently survived the war. RFC 5/6/45.*

**MODEL B24-H SERIAL NO. 42-95021 C/L T**  
**SQD 68th**

CREW CHIEF Barton Cramer                      PILOT Thurston VanDyke  
A/C NAME LIMPIN' OLE SADIE \*                      RECEIVED  
SAN ANTONIO ROSE \*  
REMARKS: *Received heavy flak damage over Hanover on 6/18/44. Transferred to the 68th & renamed San Antonio Rose. Redeployed to the Zone of Interior on 5/28/45. Flew home by Thurston VanDyke.*

**MODEL B24-D SERIAL NO. 41-24014 C/L P**  
**SQD 66th**

CREW CHIEF    PILOT John Reed  
A/C NAME SCRAPPY                                      RECEIVED 4/15/43  
TARGET Kiel, Germany  
MACR      DATE LOST 5/14/43  
REMARKS: *Damaged, abandoned over home base on return from target. Set on Auto Pilot and crew bailed out. Ship eventually crashed in the North Sea off Sheringham.*

**MODEL B24-D SERIAL NO. 42-41021 C/L T**  
**SQD 67th**

CREW CHIEF    PILOT Carl Hager  
A/C NAME Unknown                                      RECEIVED  
TARGET Foggia, Italy  
MACR N/A      DATE LOST 8/16/43  
REMARKS: *Belly landed on the beach of Cape Stilo on the return. The Radio Operator and the Engineer were killed in the crash.*

**MODEL B-24 D SERIAL NO. 41-24015 C/L R**  
**SQD 66th**

CREW CHIEF    PILOT George Winger  
A/C NAME WING DINGER                                      RECEIVED 9/20/42  
TARGET Ploesti  
MACR 2410 DATE LOST 8/1/43  
REMARKS: *One of the Original ships of the 66th Sqd. Crashed leaving target area.*

**MODEL B24-J SERIAL NO. 42-110023 C/L**  
**SQD 506th**

CREW CHIEF    PILOT Ernest Herzing  
A/C NAME Unknown                                      RECEIVED  
TARGET Brunswick, Germany  
MACR 3860 DATE LOST 4/8/44  
REMARKS: *The entire crew were reported as POW's.*

## THE GROUP AIRCRAFT

**MODEL B24-D SERIAL NO. 41-24024 C/L 34**  
**SQD 67th**

CREW CHIEF PILOT Reginald Carpenter  
**A/C NAME BEWITCHING WITCH** RECEIVED 9/20/42  
 TARGET Ploesti  
 MACR DATE LOST 8/1/43  
**REMARKS:** Ditched off coast of Greece. Crew claimed 3 Enemy Aircraft destroyed. (66th claims 23811 K was Bewitching Witch).

**MODEL B24-J SERIAL NO. 42-110024 C/L P**  
**SQD 506th**

CREW CHIEF PILOT Thomas McGuire  
**A/C NAME Unknown** RECEIVED 2/26/44  
 TARGET Juvincourt  
 MACR DATE LOST 8/12/44  
**REMARKS:** Crashed out of fuel. Flew overseas by Frank Foy (68th).

**MODEL B24-J SERIAL NO. 42-110030 C/L U +**  
**SQD 506th**

CREW CHIEF PILOT Ed Hornberger  
**A/C NAME Unknown** RECEIVED  
**REMARKS:** Flew 90 missions. Last mission flown 4/18/45 (Hornberger) Redeployed to the Zone of the Interior 5/31/45.

**MODEL B-24 J SERIAL NO. 42-110031 C/L H Bar**  
**SQD 67th**

CREW CHIEF PILOT  
**A/C NAME PHYLLIS ?** RECEIVED  
**REMARKS:** Crash-Landed on 2/28/45.

**MODEL B24-J SERIAL NO. 42-110034 C/L Bar R**  
**SQD 506th**

CREW CHIEF Ralph Jorgensen PILOT John Allen  
**A/C NAME SOUTHERN COMFORT II \*** RECEIVED  
 TARGET Oberpleffenhofen, Germany  
 MACR 7805 DATE LOST 7/21/44  
**REMARKS:** Shot down by an anti-aircraft battery. All survived except the Radio Operator. One chute observed.

**MODEL B24-J SERIAL NO. 42-110035 C/L Y**  
**SQD 68th**

CREW CHIEF Charlie Pigg PILOT Donald Steinke  
**A/C NAME ANY GUM CHUM \*** RECEIVED 3/27/44  
 TARGET Bemburg, Germany  
 MACR 7355 DATE LOST 7/7/44  
**REMARKS:** plane was attacked by fighters at 9:30 am and no. 4 engine was knocked out and the plane went into a steep dive. No chutes were observed, however two men survived to become POW. The balance of the crew were KIA.

**MODEL B24-J SERIAL NO. 41-110042 C/L J Bar**  
**SQD 67th**

CREW CHIEF PILOT Lewis Vance  
**A/C NAME Unknown** RECEIVED  
 TARGET Zeltz, Germany  
 MACR 4850 DATE LOST 5/12/44  
**REMARKS:** Was hit by four fighters while following behind the formation as a straggler. (41-24042 was a training ship at Lincoln, NE)

**MODEL B24-J SERIAL NO. 42-110045 C/L**  
**SQD 506th**

CREW CHIEF PILOT Irving Gurman  
**A/C NAME THE BANANA BARGE \*** RECEIVED  
 TARGET Zeltz, Germany  
 MACR 5353 DATE LOST 5/28/44  
**REMARKS:** This A/C was hit in the no. 2 engine by flak. It left the formation under control with no. 2 engine on fire and disappeared into the haze down below.

**MODEL B24-J SERIAL NO. 42-110049 C/L A**  
**SQD 68th**

CREW CHIEF PILOT John Anderson  
**A/C NAME MARY HARRIET** RECEIVED 6/28/44  
 TARGET Oberpleffenhofen, Germany  
 MACR 7287 DATE LOST 7/21/44  
**REMARKS:** Made it to Switzerland where the crew bailed out and were interned. Crashed at Silberplatte-Nesslau. Crew returned to base 2/15/45.

**MODEL B24-H SERIAL NO. 42-95049 C/L O Bar**  
**SQD 67th**

CREW CHIEF PILOT Lee  
**A/C NAME Unknown** RECEIVED  
**REMARKS:** Last known mission was on 12/31/44.

**MODEL B24-J SERIAL NO. 42-110057 C/L O**  
**SQD 506th**

CREW CHIEF PILOT  
**A/C NAME Unknown** RECEIVED 4/26/44  
 TARGET Mainz, Germany  
 MACR DATE LOST 10/9/44  
**REMARKS:** Crashed at Shipdham. Salvaged 10/9/44

**MODEL B24-J SERIAL NO. 42-110067 C/L O Bar**  
**SQD 67th**

CREW CHIEF PILOT  
**A/C NAME Unknown** RECEIVED  
**REMARKS:** Crash landed at St Omer, France on 5/3/44. Lundy shows ship flying on 5/29/44. Field Engineering list shows it as salvaged on 4/27/44 at the Base at Shipdham. 67th History shows Haynes F. Elliott, Tail Gunner was credited with destroying a JU 88 on 5/29/44.

## THE GROUP AIRCRAFT

**MODEL B24-D SERIAL NO. 42-40068 C/L  
SQD 506th**

CREW CHIEF PILOT William Anderson  
A/C NAME LYNN BARI I RECEIVED 3/4/43  
REMARKS: Crashed on take off from the modification center about 3/29/43.

**MODEL B24-H SERIAL NO. 42-95087 C/L K Bar  
SQD 67th**

CREW CHIEF Frank Chowanski PILOT Bethel  
A/C NAME Unknown RECEIVED  
REMARKS: Flew on mission of 12/31/44. Redeployed to the Zone of the Interior 5/31/45. RFC 10/22/45.

**MODEL B24-D SERIAL NO. 41-40071 C/L C  
SQD 68th**

CREW CHIEF PILOT  
A/C NAME RECEIVED  
REMARKS: Confussion between this A/C & 071 (Margaret Ann). Jansen flew this plane on all missions in Africa including Ploesti. Plane returned to England and was last flown by Slaughter on Oct. 18, 1943. Pilot may have been Joe Kessler—A/C name—Satans Hell Cats.

**MODEL B24-J SERIAL NO. 42-110088 C/L P  
SQD 506th**

CREW CHIEF PILOT Mendenhall  
A/C NAME Unknown RECEIVED  
REMARKS: Crashed at Base on 7/15/44. Salvaged by 464th Sub Depot on same date. (506th records says local flying only on this date.)

**MODEL B24-D SERIAL NO. 42-40094 C/L Bar E  
SQD 68th**

CREW CHIEF Harold Hill PILOT Wilmer Garrett  
A/C NAME MISS VIRGINIA RECEIVED 4/27/43  
TARGET Lecce, Italy  
MACR 21 DATE LOST 7/2/43  
REMARKS: Low on fuel. Crashed in the Mediterranean Sea on return from target. Five crew members were rescued.

**MODEL B24-J SERIAL NO. 44-40071 C/L O (P+)  
SQD 506th**

CREW CHIEF PILOT  
A/C NAME SWEAT BOX RECEIVED 5/1/44  
REMARKS: Crashed returning from Sterkrade on 11/6/44. (44th Hdqtrs said all returned safely—No casualties this date). Originally with the 492nd B.G.

**MODEL B24-J SERIAL NO. 42-110095 C/L G  
SQD 68th**

CREW CHIEF PILOT John Testa  
A/C NAME LUCKY STRIKE \* RECEIVED 10/28/44  
TARGET Harburg, Germany  
MACR DATE LOST 1/17/45  
REMARKS: Abandoned on return from target. Crashed in France. Col Snaveley was Command Pilot. Entire crew returned to base later.

**MODEL B24-J SERIAL NO. 42-100073 C/L H Bar  
SQD 67th**

CREW CHIEF C. Arthur PILOT Raymond LaCombe  
A/C NAME SACK ARTIST \* RECEIVED  
TARGET Friedrichshafen, Germany  
MACR 3407 DATE LOST 3/18/44  
REMARKS: Crashed at Fehraltdorf, Switzerland. Crew Interned.

**MODEL B24-H SERIAL NO. 42-95095 C/L  
SQD 68th**

CREW CHIEF PILOT Jack Ketchum  
A/C NAME ~~LIBERTY BELLE~~ RECEIVED  
REMARKS: Crashed in Scotland on return to the States. Got off course and hit mountain. Crew of nine plus six passengers were all killed. *ordered*

**MODEL B24-J SERIAL NO. 42-110082 C/L O  
SQD 506th**

CREW CHIEF PILOT Robert H. Mayes  
A/C NAME Unknown RECEIVED 5/20/44  
REMARKS: Crash landed at Marston on return from Creil on 6/27/44.

**MODEL B24-J SERIAL NO. 42-110083 C/L X Bar  
SQD 67th**

CREW CHIEF PILOT Robert Mayes  
A/C NAME Unknown RECEIVED  
TARGET Brunswick, Germany  
MACR 3855 DATE LOST 4/8/44  
REMARKS: Shot down by fighters prior to reaching the target area.

**MODEL B24-J SERIAL NO. 44-40098 C/L B  
SQD 68th**

CREW CHIEF Claude E. Lee PILOT Arthur Dittmer  
A/C NAME LONE RANGER \* RECEIVED 5/1/44  
TARGET Langenhagen, Germany  
MACR 8273 DATE LOST 8/24/44  
REMARKS: First all silver plane assigned to the Sqd. Shot down by flak. Two chutes were observed. Seven crew members became POW. Dittmer and a waist gunner were shot by the Gestapo.

## THE GROUP AIRCRAFT

### MODEL B24-D SERIAL NUMBER 100 C/L K SQD 68th

CREW CHIEF PILOT Hartwell Howington  
A/C NAME Unknown RECEIVED 12/10/43  
REMARKS: *Only mission recorded with the 68th was on 12/13/43.  
(Plane may have been a loaner.)*

### MODEL B24-H SERIAL NO. 42-51101 C/L E SQD 68th

CREW CHIEF Harold Hill PILOT Maurice Corwine  
A/C NAME CORKY \* RECEIVED 6/20/44  
TARGET Dortmund, Germany  
MACR 12007 DATE LOST 1/28/45  
REMARKS: *Shot down by flak in the target area on the way out.  
Three chutes were observed.*

### MODEL B24-J SERIAL NO. 42-100107 C/L SQD 506th

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED 1/29/44  
TARGET Mont de Marsan  
MACR DATE LOST 3/27/44  
REMARKS: *Crash landed at Tangmere, Suffolk on the return from  
the target.*

### MODEL B24-H SERIAL NO. 42-51108 C/L SQD 68th

CREW CHIEF Doyle Waites PILOT John Vaughn  
A/C NAME Unknown RECEIVED 2/1/45?  
REMARKS: *Returned to the Zone of the Interior 5/28/45. Flew  
home by John Vaughn of the 68th.*

### MODEL B24-D SERIAL NO. 41-24109 C/L Z Bar SQD 67th

CREW CHIEF PILOT  
A/C NAME READY AND WILLING RECEIVED  
REMARKS: *Transferred to the 93rd Bomb Group. Then transferred  
to the 468th Bomb Group as an Assembly ship.*

### MODEL B24-J SERIAL NO. 42-100110 C/L P SQD 68th

CREW CHIEF Harold Hill PILOT Arnold Larson  
A/C NAME NORTHERN LASS \* RECEIVED 1/27/44  
REMARKS: *Crashed landed at Halvergate On 5/10/44. Premature  
explosion of bombs. Five men bailed out over Enemy territory. One  
man bailed out over England. Catagory E. Salvaged.*

### MODEL B24-D SERIAL NO. 41-24112 C/L Y SQD 68th

CREW CHIEF Barton Cramer PILOT William Hughes  
A/C NAME CAPTAIN AND HIS KIDS RIDES AGAIN \*  
RECEIVED 5/9/43  
REMARKS: *Transferred to the 389th Bomb Group about 7/18/43.  
The plane was renamed "BUCKSHEESH BENNY RIDES AGAIN"  
in honor of Jack Benny.*

### MODEL B24-J SERIAL NO. 42-100112 C/L Q SQD 68th

CREW CHIEF Claude E. Lee PILOT Hollis Nichols  
A/C NAME PAPER DOLL \* RECEIVED 1/31/44  
TARGET Friedrichshafen, Germany  
MACR 3408 DATE LOST 3/18/44  
REMARKS: *Crew had joined the SQD 2/28/44. Scott was on his last  
mission as a substitute. Crashed at Dietschwil where the crew were  
Interned. Crew were later returned.*

### MODEL B24-H SERIAL NO. 42-95124 C/L P + SQD 66th

CREW CHIEF PILOT Warren Rogers  
A/C NAME SAND BOMB SPECIAL RECEIVED  
TARGET Kolschauen, Germany  
MACR DATE LOST 12/4/44  
REMARKS: *One Waist Gunner was killed. The balance of crew  
were POW.*

### MODEL B24-D SERIAL NO. 42-40126 C/L T SQD 67th

CREW CHIEF PILOT William Roach  
A/C NAME ANNIE OAKLEY \* RECEIVED  
TARGET Kiel, Germany  
MACR 2441 DATE LOST 5/14/43  
REMARKS: *First replacement crew for the 67th Sqd. Went down on  
their first mission. Navigator became POW, the balance of Crew  
were KIA.*

### MODEL B24-? SERIAL NO. 126 C/L SQD 66th

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: *Was operational around August 1944*

### MODEL B24-D SERIAL NO. 42-40130 C/L H SQD 66th

CREW CHIEF PILOT Ray Hilliard  
A/C NAME AVENGER II \* RECEIVED  
TARGET Bordeaux, Spain  
MACR N/A DATE LOST 5/17/43  
REMARKS: *Force landed at Oviado, Providence. Crew were  
Interned, returned later.*

## THE GROUP AIRCRAFT

**MODEL B24-H SERIAL NO. 42-95142 C/L Bar K**  
SQD 506th

CREW CHIEF PILOT Myron Butler  
A/C NAME Unknown RECEIVED 7/1/44  
TARGET Oberpfaffenhofen, Germany  
MACR DATE LOST 7/21/44  
REMARKS: Landed in Switzerland where the Crew were interned.

**MODEL B24-? SERIAL NO. 154 C/L**  
SQD 67th

CREW CHIEF PILOT Lee  
A/C NAME Unknown RECEIVED  
REMARKS: <sup>NO</sup> mission logged was 3/13/45. May have been redeployed to the Zone of the Interior. *Handy's inspection only*

**MODEL B24-? SERIAL NO. 145 C/L**  
SQD 66th

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: Was operational around August 1944.

**MODEL B24-H SERIAL NO. 41-27156 C/L R**  
SQD 68th

CREW CHIEF Freddie Scheidegger PILOT George Martin  
A/C NAME V-PACKET \* RECEIVED 11/2/43  
REMARKS: Declared war weary after 56 missions. Last mission flown was on 8/9/44. RFC 8/22/45.

**MODEL B24-H SERIAL NO. 41-29148 C/L B**  
SQD 66th

CREW CHIEF PILOT Harold Etheridge  
A/C NAME Unknown RECEIVED  
TARGET Gotha, Germany  
MACR 2923 DATE LOST 2/24/44  
REMARKS: The entire crew were reported as POW except the Navigator, Buechsenstein (Bix) who was killed by angry civilians.

**MODEL B24-H SERIAL NO. 41-29157 C/L**  
SQD 66th

CREW CHIEF PILOT George Maynard  
A/C NAME Unknown RECEIVED  
TARGET Frankfurt, Germany  
MACR 2356 DATE LOST 1/29/44  
REMARKS: Attempted to make it to Switzerland. Shot down about 5 miles from the border. Navigator, Ball Gunner & 2 Waist Gunners were reported as POW.

**MODEL B24-H SERIAL NO. 42-95150 C/L Bar B**  
SQD 506th

CREW CHIEF PILOT John Milliken  
A/C NAME PASSION PIT \* RECEIVED  
TARGET My Seine Junction  
MACR 8322 DATE LOST 8/13/44  
REMARKS: Entire crew were reported as POW. Milliken and Larson, (the Engineer) escaped and returned to duty.

**MODEL B24-J SERIAL NO. 44-40158 C/L Bar Q**  
SQD 506th

CREW CHIEF PILOT George Brown  
A/C NAME TINKER BELLE RECEIVED 8/13/44  
TARGET Plauen, Germany  
MACR 14110 DATE LOST 4/5/45  
REMARKS: Ship transferred from 492nd Bomb Group. Crew bailed out at 3000 ft. over the Ruhr Valley after heavy ground fire. Pilot wounded and Radio Op. killed. Crew captured then freed 8 days later by American G.I's.

**MODEL B24-D SERIAL NO. 41-24153 C/L L**  
SQD 66th

CREW CHIEF PILOT Henry Lasco  
A/C NAME SAD SACK II RECEIVED 9/20/42  
TARGET Ploesti  
MACR 2414 DATE LOST 8/1/43  
REMARKS: Pilot and Co-Pilot along with the two Waist Gunners were reported as POW. The balance of the crew were KIA. Down prior to the target.

**MODEL B24-D SERIAL NO. 41-29161 C/L H Bar**  
SQD 67th

CREW CHIEF Frank Chowanski PILOT Rockford Griffith  
REMARKS: Made a one wheel landing at the Base on the return from Oslo-Kjeller, Norway 11/18/43.

**MODEL B24-H SERIAL NO. 41-29153 C/L BAR L**  
SQD 506th

CREW CHIEF PILOT Robert Marx  
A/C NAME Unknown RECEIVED  
TARGET Brunswick, Germany  
MACR 3850 DATE LOST 4/8/44  
REMARKS: Hit by flak. The entire crew were reported as POW.

**MODEL B24-H SERIAL NO. 42-110161 C/L M +**  
SQD 66th

CREW CHIEF PILOT Crooks  
A/C NAME JAIL BAIT \* RECEIVED  
REMARKS: Transferred from the 491st Bomb Group. Last mission flown 4/20/45. (Crooks) Redeployed to the Zone of the Interior 5/31/45.

## THE GROUP AIRCRAFT

**MODEL B24-H SERIAL NO. 41-29164 C/L I**  
**SQD 67th**

CREW CHIEF PILOT Joseph Houle  
A/C NAME Unknown RECEIVED  
TARGET Oslo-Kjeller, Norway  
MACR 1379 DATE LOST 11/18/43  
REMARKS: *Ditched in the North Sea. No survivors.*

**MODEL B24-D SERIAL NO. 42-40172 C/L Bar N**  
**SQD 506th**

CREW CHIEF PILOT Anderson  
A/C NAME LYNN BARI II RECEIVED  
REMARKS: *Left at Gibraltar. Transferred to the M.T.O. on 8/31/43. Condemned on 9/14/44.*

**MODEL B24-J SERIAL NO. 42-64166 C/L A**  
**SQD 66th**

CREW CHIEF PILOT Donald Decker  
A/C NAME BIG FAT BUTTERFLY \* RECEIVED  
TARGET Oschersleben, Germany  
MACR 2449 DATE LOST 2/20/44  
REMARKS: *One engine was smoking heavily and the ship fell in with a group behind the 44th. Nothing else reported. Entire crew KIA.*

**MODEL B24-H SERIAL NO. 42-51181 C/L Bar K**  
**SQD 506th**

CREW CHIEF Louis Rabesa PILOT Robert Landahl  
A/C NAME CAPE COD SPECIAL RECEIVED  
TARGET Madgeburg, Germany  
MACR 7088 DATE LOST 6/29/44  
REMARKS: *Hit by flak. Collided with the ship on its wing (41-28929). Both planes blew up. Eleven chutes were observed.*

**MODEL B24-J SERIAL NO. 42-40167 C/L**  
**SQD 506th**

CREW CHIEF PILOT Homer Still  
A/C NAME Unknown RECEIVED 8/13/44  
TARGET Kassel, Germany  
MACR 9342 DATE LOST 10/7/44  
REMARKS: *Ship transferred from 492nd Bomb Group. This was the Crews sixth mission.*

**MODEL B24-J SERIAL NO. 42-100181 C/L Z**  
**SQD 68th**

CREW CHIEF Francis Wood PILOT Carl Bohnisch  
A/C NAME STAR VALLEY RECEIVED 1/28/44  
TARGET Tours Airdrome  
MACR 2233 DATE LOST 2/5/44  
REMARKS: *Wing was shot off, went into a dive and hit the ground. Three chutes were observed. One survivor, Hatch Gunner, Warren Klein. This was the first mission for this ship.*

**MODEL B24-H SERIAL NO. 41-29168 C/L F**  
**SQD**

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: *Crashed at Northrepps on 11/13/43. (Target was Bremen)*

**MODEL B24-D SERIAL NO. 42-40182 C/L A**  
**SQD 66th**

CREW CHIEF PILOT Rowland Gentry  
A/C NAME FORKY II \* RECEIVED  
TARGET Ploesti  
MACR 2415 DATE LOST 8/1/43  
REMARKS: *Crashed leaving the target area. Waist Gunner, Charles Bridges was reported POW. All other Crew members were KIA.*

**MODEL B24-J SERIAL NO. 42-100170 C/L G**  
**SQD 68th**

CREW CHIEF PILOT James Wilson  
A/C NAME PATSY ANN II \* RECEIVED 4/26/44  
TARGET Bemburg, Germany  
MACR 7354 DATE LOST 7/7/44  
REMARKS: *Shot down by German Ace, Lt. Gabler. Radio Op. & Hatch Gunner were killed. All other crew members were reported as POW.*

**MODEL B24-D SERIAL NO. 42-95189 C/L K +**  
**SQD 66th**

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: *Crashed at Base on 9/5/44. Returning from Karlsruhe.*

**MODEL B24-H SERIAL NO. 42-29172 C/L T**  
**SQD 506th**

CREW CHIEF PILOT Raymond Houghby  
A/C NAME Unknown RECEIVED  
TARGET Friedrichshafen, Germany  
MACR 3404 DATE LOST 3/18/44  
REMARKS: *This A/C was last seen at 1446 hours peeling off and heading towards Switzerland under control. The crew were reported POW.*

**MODEL B24-M SERIAL NO. 44-42189 C/L J**  
**SQD 68th**

CREW CHIEF Harold Hill PILOT  
A/C NAME Unknown RECEIVED 3/7/45  
REMARKS: *Radar Ship. Last mission flown 3/13/45. Redeployed to the Zone of Interior 5/28/45. Flew home by Col. Robert Lehnhausen.*

## THE GROUP AIRCRAFT

**MODEL B24-D SERIAL NO. 41-24191 C/L**  
SQD 506th

CREW CHIEF PILOT Virgil Fouts  
A/C NAME Unknown RECEIVED 3/4/43  
TARGET Wilhelmshaven, Germany  
MACR N/A DATE LOST 3/22/43  
REMARKS: *An original ship of the 506th Sqd. Entire crew were KIA.*

**MODEL B24-H SERIAL NO. 42-51224 C/L W**  
SQD 68th

CREW CHIEF Louis Berry PILOT Ned Anderson  
A/C NAME Unknown RECEIVED 7/2/44  
REMARKS: *Last mission flown 4/18/45 (Anderson)  
Redeployed to the Zone of the Interior 5/28/45.*

**MODEL B24-H SERIAL NO. 42-95193 C/L I Bar**  
SQD 67th

CREW CHIEF H.H. Grishom PILOT Fitzgibbon  
A/C NAME THREE KISSES FOR LUCK RECEIVED 6/6/44  
REMARKS: *Low on fuel, landed in France 9/13/44. Last mission  
flown 4/25/45. (Berger). Redeployed to the Zone of the Interior  
5/27/45.*

**MODEL B24-H SERIAL NO. 224**  
SQD 67th

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: *Lost No. 4 Engine on 9/30/44 on mission to Hamm.  
Redeployed to the Zone of the Interior 5/31/45.*

**MODEL B24-D SERIAL NO. 41-24201 C/L Bar O**  
SQD 506th

CREW CHIEF PILOT William Strong  
A/C NAME BALDY AND HIS BROOD \* RECEIVED 3/4/43  
REMARKS: *An Original ship of the 506th Sqd. Transferred to the  
492nd Bomb Group on 2/28/44. Salvaged on 3/29/45.*

**MODEL B24-D SERIAL NO. 41-24225 C/L T**  
SQD 68th

CREW CHIEF Richard Williams PILOT Phillip Bell  
A/C NAME FLAK ALLEY \* RECEIVED 3/26/43  
TARGET Gotha, Germany  
MACR 2922 DATE LOST 2/24/44  
REMARKS: *Shot down over the target area. Six chutes observed.*

**MODEL B24-H SERIAL NO. 42-95207 C/L**  
SQD 506th

CREW CHIEF PILOT Charles Atkins  
A/C NAME Unknown RECEIVED  
REMARKS: *Collapsed gear, salvaged at Shipdham on 7/27/44.*

**MODEL B24-H SERIAL NO. 42-95226 C/L C**  
SQD 68th

CREW CHIEF Robert Todd PILOT Donald Totte  
A/C NAME CHANNEL HOPPER \* RECEIVED 6/28/44  
TARGET Oberpfaffenhofen, Germany  
MACR 7286 DATE LOST 7/21/44  
REMARKS: *Hit by flak and headed for Switzerland. Navigator and  
Wait Gunner bailed out and became POW. Ship landed at Duben-  
dorf A/F. Crew Interned.*

**MODEL B24-H SERIAL NO. 41-29208 C/L**  
SQD

CREW CHIEF PILOT  
A/C NAME SHOO SHOO BABY \* RECEIVED  
REMARKS: *Modified the nose. Transferred to the 453rd Bomb  
Group.*

**MODEL B24-D SERIAL NO. 41-24229 C/L P Bar**  
SQD 67th

CREW CHIEF PILOT Leighton Smith  
A/C NAME BUZZIN' BEAR \* *SEED OF SATAN* RECEIVED 9/20/42  
(Also MISS DELORES)  
TARGET Foggia, Italy  
MACR DATE LOST 8/16/43  
REMARKS: *One of the Original ships of the 67th Sqd. A new crew  
on their first mission. Five crew members were reported as POW.*

**MODEL B24-? SERIAL NO. 209 C/L Bar W**  
SQD 506th

CREW CHIEF PILOT Wallace  
A/C NAME Unknown RECEIVED  
REMARKS: *Was operational on 11/6/44 with the 506th. Last  
mission flown 4/20/45 (Wallace) Redeployed to the Zone of the  
Interior 5/30/45.*

**MODEL B24-E SERIAL NO. 42-7231 C/L E**  
SQD 68th

CREW CHIEF PILOT Robert Lehnhausen  
A/C NAME WING AND A PRAYER RECEIVED 5/22/43  
REMARKS: *Returning from Wiener-Neustadt on 8/13/43, made a  
Dead-Stick landing in Sicily. Transferred to the M.T.O. the same  
day.*

CREW CHIEF PILOT Edward Mitchell  
A/C NAME Unknown RECEIVED 11/16/43  
TARGET Oslo-Kjeller, Norway  
MACR 1381 DATE LOST 11/18/43  
REMARKS: *Crew and plane had just recently transferred from the  
67th Sqd. Shot down over the North Sea. Entire crew listed as MIA.*



## THE GROUP AIRCRAFT

**MODEL B24-H SERIAL NO. 41-29231 C/L J Bar**  
SQD 67th

CREW CHIEF George Baccash PILOT  
A/C NAME THE IMPATIENT VIRGIN \* RECEIVED  
REMARKS: Crash landed at Lympe, Kent on 2/25/44 on the return from Furth. No Casualties. Ex 448th Bomb Group.

**MODEL B24-H SERIAL NO. 41-29236 C/L**  
SQD 68th

CREW CHIEF PILOT  
A/C NAME HELL'S KITTEN RECEIVED  
REMARKS: Transferred from the 448th Bomb Group. Crash landed at the Base on 2/9/44. Salvaged NBD 2/10/44.

**MODEL B24-D SERIAL NO. 42-24232 C/L M**  
SQD 67th

CREW CHIEF Calloway PILOT Richard O'Neill  
A/C NAME CALABAN \* RECEIVED  
TARGET Emden, Germany  
MACR DATE LOST 12/11/43  
REMARKS: Destroyed by bombs falling from A/C above. Crashed near the Sea of Wybelsum, Netherlands.

**MODEL B24-J SERIAL NO. 42-51258 C/L J +**  
SQD 66th

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: Podogil flew this ship on 2/7/45. Ex 492nd ship. Salvaged 2/25/45.

**MODEL B24-D SERIAL NO. 233 C/L**  
SQD 506th

CREW CHIEF Mastronardi PILOT  
A/C NAME Unknown RECEIVED 3/15/43  
REMARKS: Survived the war. Returned to the Zone of the Interior 5/30/45. (Needs more Research)

**MODEL B24-H SERIAL NO. 42-95260 C/L P**  
SQD 68th

CREW CHIEF Harold Hill PILOT Jesse Bledsoe  
A/C NAME LILI MARLENE \* RECEIVED 6/28/44  
TARGET Kaiserslautern, Germany  
MACR 15998 DATE LOST 12/28/44  
REMARKS: Aborted the mission. On return to the Base, crashed killing all aboard.

**MODEL B24-D SERIAL NO. 41-24234 C/L Bar U**  
SQD 66th

CREW CHIEF PILOT Alexander Trolese  
A/C NAME MR 5 X 5 \* RECEIVED 3/4/43  
TARGET Bremen, Germany  
MACR 1501 DATE LOST 11/26/43  
REMARKS: One of the Original Ships of the 506th Sqd. Lost due to a collision caused by prop. wash from A/C 42-7521.

**MODEL B24-? SERIAL NO. 267 C/L R**  
SQD 68th

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED 1/28/45  
REMARKS: None

*SQUAD - 42-51234*  
**MODEL B24-J SERIAL NO. 41-51234 C/L O**  
SQD 66th

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED 7/2/44  
REMARKS: Ex 492nd ship. C/L 10/18/44 near Brussels. Salvaged 11/14/44.

**MODEL B24-D SERIAL NO. 42-40267 C/L N**  
SQD 67th

CREW CHIEF George Baccash PILOT Edward Mitchell  
A/C NAME HORSE FLY \* RECEIVED  
TARGET Ploesti  
MACR DATE LOST 8/1/43  
REMARKS: Made it to Turkey, where the entire crew were interned. Crew returned to duty Sept/Oct., 1943. Crew then trans. to the 68th.

**MODEL B24-D SERIAL NO. 41-24235 C/L C Bar**  
SQD 506th

CREW CHIEF PILOT  
A/C NAME EARTHQUAKE McGOON RECEIVED 3/4/43  
REMARKS: One of the Original Ships of the 506th Sqd. Transferred to the M.T.O. on 10/15/43. Condemned 11/30/45.

**MODEL B24-J SERIAL NO. 44-40276 C/L R**  
SQD 68th

CREW CHIEF Fred Scheidegger PILOT Harry Garbade  
A/C NAME SCOTTY MAC \* RECEIVED  
TARGET Pforzheim, Germany  
MACR DATE LOST 1/21/45  
REMARKS: Crashed behind Allied lines. Repaired and returned to Base. Last mission flown 4/15/45 (Van Dyke) Redeployed to the Zone of the Interior 5/28/45. (Originally was OK Q=)

## THE GROUP AIRCRAFT

**MODEL B24-D SERIAL NO. 41-24278 C/L Q  
SQD 67th**

CREW CHIEF PILOT Robert Brown  
A/C NAME MISS DELORES RECEIVED 9/20/42  
TARGET Kiel, Germany  
MACR DATE LOST 5/14/43  
REMARKS: Crew became POW except, one Waist Gunner, Hatch and Tail Gunner.

**MODEL B24-J SERIAL NO. 44-40279 C/L K +  
SQD 66th**

CREW CHIEF Dunnagan PILOT Pete Henry  
A/C NAME HENRY \* RECEIVED  
REMARKS: Last mission flown 4/20/45 (Graham) Redeployed to the Zone of the Interior 5/22/45.

**MODEL B24-J SERIAL NO. 42-100279 C/L I Bar  
SQD 67th**

CREW CHIEF PILOT Keith Schuyler  
A/C NAME TUFFY \* RECEIVED  
TARGET Berlin, Germany  
MACR 4464 DATE LOST 4/29/44  
REMARKS: Entire crew were reported as POW.

**MODEL B24-M SERIAL NO. 44-42282 C/L O Bar  
SQD 67th**

CREW CHIEF PILOT Lavitt  
A/C NAME EIGHTBALL RECEIVED  
REMARKS: PFF Ship Ex 482nd. Redeployed to the Zone of Interior 5/31/45.

**MODEL B24-D SERIAL NO. 41-24282 C/L Y Bar  
SQD 506th**

CREW CHIEF PILOT James Bolin  
A/C NAME RUTH-LESS \* RECEIVED 3/4/43  
TARGET Pas de Calais  
MACR 6385 DATE LOST 2/22/44  
REMARKS: An Original Ship of the 506th. Crashed at Willingdon, Sussex on 2/22/44. Salvaged by NBD 2/25/44. Needs more research.

**MODEL B24-D SERIAL NO. 42-24283 C/L Z Bar  
SQD 506th**

CREW CHIEF PILOT Graham  
A/C NAME OLD CROW \* RECEIVED 3/4/43  
REMARKS: An Original Ship of the 506th Sqd. Flew Ploesti then transferred to the M.T.O. on 10/18/43. Salvaged 5/30/44.

**MODEL B24-M SERIAL NO. 44-42283 C/L  
SQD**

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: PFF Ex 482nd ship. Redeployed to the Zone of the Interior 5/31/45.

**MODEL B24-? SERIAL NO. 283 C/L  
SQD 66th**

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: Was operational about August 1944

**MODEL B24-J SERIAL NO. 42-100285 C/L J  
SQD 68th**

CREW CHIEF PILOT David Talbott  
A/C NAME Unknown RECEIVED  
TARGET Oschersleben, Germany  
MACR DATE LOST 2/20/44  
REMARKS: Crash landed on the return at Holbrook.

**MODEL B24-H SERIAL NO. 42-52293 C/L G Bar  
SQD 67th**

CREW CHIEF PILOT William Whaler  
A/C NAME JUDY'S BUGGY \* RECEIVED  
REMARKS: Crash-landed at Suffolk on the return from Brunswick on 4/18/44 at 1615 hours with two engines shot out. Repaired and Redeployed to the Zone of the Interior 5/31/45.

**MODEL B24-D SERIAL NO. 41-24295 C/L J  
SQD 506th**

CREW CHIEF PILOT John Swanson  
A/C NAME WICKED WITCH RECEIVED 3/4/43  
TARGET Kiel, Germany  
MACR DATE LOST 5/14/43  
REMARKS: An Original Ship of the 506th Sqd. All EM were KIA. All officers were reported as POW.

**MODEL B24-J SERIAL NO. 42-100295 C/L V  
SQD 68th**

CREW CHIEF George Bryant PILOT Robert Rose  
A/C NAME Unknown RECEIVED 2/9/44  
REMARKS: Made a dead-stick landing at Thorpe Abbots on the return from Harburg Germany on 1/16/45. Salvaged 3/2/45.

## THE GROUP AIRCRAFT

**MODEL B24-H SERIAL NO. 42-52305 C/L P**  
**SQD 506th**

CREW CHIEF PILOT Frank Albert  
**A/C NAME I'LL BE BACK** RECEIVED  
 TARGET Friedrichshafen, Germany  
 MACR 3406 DATE LOST 3/18/44  
 REMARKS: A/C belonged to the 458th Bomb Group. Z5-N. Crew was 506th Sqd.

**MODEL B24-L SERIAL NO. 44-49322 C/L Bar D**  
**SQD 506th**

CREW CHIEF PILOT Clements  
**A/C NAME Unknown** RECEIVED  
 REMARKS: Last mission flown 4/18/45 (Hurley).  
 Redeployed to the Zone of the Interior on 5/22/45.

**MODEL B24-H SERIAL NO. 42-95309 C/L V Bar**  
**SQD 506th**

CREW CHIEF PILOT Bernard Eberhardt  
**A/C NAME Unknown** RECEIVED  
 TARGET Bremen, Germany  
 MACR 7803 DATE LOST 7/29/44  
 REMARKS: Collided with A/C 42-109820 (Greene) from the 67th Sqd. near the base during assembly.

**MODEL B24-L SERIAL NO. 44-49323 C/L C Bar**  
**SQD 67th**

CREW CHIEF Michael Ulosovich PILOT Raymond Zanoni  
**A/C NAME Unknown** RECEIVED  
 REMARKS: Last mission flown 4/18/45 (Lavitt). Redeployed to the Zone of the Interior 5/20/45.

**MODEL B24-J SERIAL NO. 42-51309 C/L V Bar**  
**SQD 67th**

CREW CHIEF PILOT  
**A/C NAME Unknown** RECEIVED  
 REMARKS: Salvaged at Base Depot on 12/19/44 per Field Engineering. (Beilling & Lundy shows Returned to the Zone of Interior 5/29/45??)

**MODEL B24-M SERIAL NO. 44-42324 C/L**  
**SQD**

CREW CHIEF PILOT  
**A/C NAME Unknown** RECEIVED  
 REMARKS: PFF ship, Ex 482nd. Redeployed to the Zone of the Interior 5/20/45.

**MODEL B24-J SERIAL NO. 42-100314 C/L G +**  
**SQD 67th**

CREW CHIEF PILOT Leonard Crandell  
**A/C NAME Unknown** RECEIVED  
 TARGET Wesel, Germany  
 MACR DATE LOST 3/24/45  
 REMARKS: Shot down by small arms fire on low-level supply mission. All crew members were reported as KIA.

**MODEL B24-H SERIAL NO. 42-50328 C/L O Bar**  
**SQD 506th**

CREW CHIEF PILOT Myron Jacobs  
**A/C NAME FLYING LOG** RECEIVED 5/8/44  
 TARGET LaPerthe, France  
 MACR DATE LOST 8/8/44  
 REMARKS: Used a Tele. Pole to support fuselage on flight to Depot. Aborted, returning to base and while in traffic pattern, ship spun in and crashed with a full load of bombs near Yaxham. All aboard KIA. Salvaged 8/9/44.

**MODEL B24-H SERIAL NO. 42-95318 C/L J Bar**  
**SQD 67th**

CREW CHIEF Otis (Curly) Nelson PILOT Richardson  
**A/C NAME OLD IRON CORSET \*** RECEIVED  
 REMARKS: Survived the war with one hundred and twenty nine missions to its credit. Flew last mission 4/25/45 (Lee). Redeployed to the Zone of the Interior 5/31/45. *DEPART 29 MAY DELAYED*

**MODEL B24-H SERIAL NO. 42-95329 C/L H+**  
**SQD 66th**

CREW CHIEF PILOT John Testa  
**A/C NAME Unknown** RECEIVED  
 REMARKS: Last mission flown 4/25/45 (Derrick) Returned to the Z of I 5/30/45

**MODEL B24-? SERIAL NO. 320 C/L**  
**SQD 66th**

CREW CHIEF PILOT  
**A/C NAME** RECEIVED  
 REMARKS: Aborted on 6/21/44 on mission to Berlin. Pilot Lt Carter. Damaged on 12/2/44 and landed in France.

**MODEL B24-J SERIAL NO. 42-100330 C/L L Bar**  
**SQD 67th**

CREW CHIEF PILOT Rockford Griffith  
**A/C NAME (Flying Lady with outstretched arms)**  
 RECEIVED  
 TARGET Lechfeld, France  
 MACR 4045 DATE LOST 4/13/44  
 REMARKS: Made it to Switzerland where the crew was interned. Landed at Dubendorf AF. Flew back to England after the war.

## THE GROUP AIRCRAFT

**MODEL B24-H SERIAL NO. 42-52332 C/L**  
**SQD 66th**

CREW CHIEF PILOT David Talbott  
A/C NAME MY ASSM DRAGON \* RECEIVED  
TARGET Brunswick, Germany  
MACR 3220 DATE LOST 3/15/44  
REMARKS: *Crashed in the Netherlands.*

**MODEL B24-L SERIAL NO. 44-49356 C/L**  
**SQD 66th**

CREW CHIEF PILOT Hendricks  
A/C NAME Unknown RECEIVED  
REMARKS: *Last mission flown 4/15/45 (Hendricks) Redeployed to the Zone of the Interior on 5/22/45.*

**MODEL B24-H SERIAL NO. 42-50339 C/L**  
**SQD**

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED 5/4/44  
REMARKS: *Crash landed 6/27/44 at Kingsnorth, Kent on the return from Creil.*

**MODEL B24-D SERIAL NO. 42-40367 C/L**  
**SQD 67th**

CREW CHIEF PILOT Carl Hager  
A/C NAME Unknown RECEIVED  
TARGET Foggia, Italy  
MACR N/A DATE LOST 8/16/43  
REMARKS: *(Verify this ship with 021)*

**MODEL B24-H SERIAL NO. 42-95349 C/L F**  
**SQD**

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: *Flown by Ackerman of the 68th Sqd. on 12/31/44. No known record after this date.*

**MODEL B24-J SERIAL NO. 42-100367 C/L F Bar**  
**SQD 506th**

CREW CHIEF PILOT Hunfield  
A/C NAME Unknown RECEIVED  
TARGET Kiel, Germany  
MACR DATE LOST 7/6/44  
REMARKS: *Crash-landed in a field near the Base. (Tom Brittan).*

**MODEL B24-H SERIAL NO. 42-50349 C/L X**  
**SQD 68th**

CREW CHIEF PILOT Almonia  
A/C NAME Unknown RECEIVED 5/20/44  
REMARKS: *Crashed on test hop 2 miles from Base on 12/28/44. Repaired. Crashed near the Base on 1/28/45. Salvaged by HBD.*

**MODEL B24-D SERIAL NO. 42-40370 C/L V Bar**  
**SQD 506th**

CREW CHIEF Alfred Bagdonas PILOT Charles Whitlock  
A/C NAME PETE THE POM INSPECTOR \*  
RECEIVED 8/15/43?  
REMARKS: *Flew Ploesti, then abandoned at Devasoir, Cyprus. 10/28/43. Returned to the E.T.O. & became an Assembly Ship for the 467th Bomb Group. Salvaged at Rackheath on 10/27/44. Original A/C Name HEAVEN CAN WAIT*

**MODEL B24-J SERIAL NO. 42-51351 C/L Bar P**  
**SQD 66th** <sup>500</sup>

CREW CHIEF PILOT Jacobson  
A/C NAME Unknown RECEIVED  
REMARKS: *Was operational for the 506th on 10/2/44. Last mission flown 4/25/45 (Jacobson) Redeployed to the Zone of the Interior on 5/29/45.*

**MODEL B24-D SERIAL NO. 42-40371 C/L Q**  
**SQD 67th**

CREW CHIEF Richard Ward PILOT Elmer Reinhart  
A/C NAME G.I. Gal \* RECEIVED  
TARGET Ploesti  
MACR 2412 DATE LOST 8/1/43  
REMARKS: *Went down about 80 miles from the target on the way out. All bailed out. The Co-Pilot, Starr was clubbed to death by angry civilians. Balance of crew became POW.*

**MODEL B24-D SERIAL NO. 40-2354 C/L**  
**SQD 66th**

CREW CHIEF PILOT Fred Billings  
A/C NAME SNAFU RECEIVED 9/20/42  
TARGET St Nazaire, France  
MACR 5095 DATE LOST 2/16/43  
REMARKS: *Mid-Air collision with Long in A/C 41-23818. All crews were KIA. 4 chutes observed.*

## THE GROUP AIRCRAFT

### MODEL B24-D SERIAL NO. 42-40373 C/ Z Bar SQD 68th

CREW CHIEF Francis Wood                      PILOT Eunice Shannon  
A/C NAME NATCHEZ-BELLE                      RECEIVED 6/20/43  
TARGET Foggia, Italy  
MACR 3558 DATE LOST 8/16/43  
REMARKS: *Shot down leaving the target. Crew bailed out except Smith & Heller who were dead. Hersh left his chute on the deck and could not go back. He refused to share a chute with Shannon and stayed with the ship. See story re: Temple August 1943.*

### MODEL B24-J SERIAL NO. 42-100373 C/L Y SQD 68th

CREW CHIEF    PILOT Frederick Rawson  
A/C NAME Unknown                                      RECEIVED  
TARGET Oschersleben, Germany  
MACR 2421 DATE LOST 2/20/44  
REMARKS: *Due to mechanical problems, became a stragler and was shot down by fighters. Rawson's Crew was from the 506th Sqd.*

### MODEL B24-D SERIAL NO. 42-40375 C/L G Bar SQD 66th

CREW CHIEF    PILOT Thomas Scriver  
A/C NAME SCRAPPY II \*                                      RECEIVED  
TARGET Ploesti  
MACR 1646 DATE LOST 8/1/43  
REMARKS: *Crash-landed after leaving the target. Plane exploded and all aboard were killed.*

### MODEL B24-H SERIAL NO. 42-50381 C/L D SQD 68th

CREW CHIEF    PILOT Julian Dayball  
A/C NAME Unknown                                      RECEIVED 6/26/44  
TARGET Leverkusen, Germany  
MACR 10141 DATE LOST 10/18/44  
REMARKS: *This plane collided with A/C 944 D Lt Bakalo, from the 67th Sqd. in a cloud bank during an electrical storm over Belgium. This entire crew were all killed.*

### MODEL B24-L SERIAL NO. 44-49387 C/L D SQD 68th

CREW CHIEF L. Villemez                              PILOT Ted Williams  
A/C NAME Unknown                                      RECEIVED  
REMARKS: *Last mission flown 4/20/45 (Vaughn). Redeployed to the Zone of the Interior on 5/22/45.*

### MODEL B24-J SERIAL NO. 42-100400 C/L Y Bar SQD 506th

CREW CHIEF    PILOT Robert Lucas  
A/C NAME Unknown                                      RECEIVED  
TARGET Friedrichshafen  
MACR 3409 DATE LOST 3/18/44  
REMARKS: *Landed at Dubendorf A/F. Where the crew was interned.*

### MODEL B24-J SERIAL NO. 42-100402 C/L M Bar SQD 67th

CREW CHIEF    PILOT George Fish  
A/C NAME Unknown                                      RECEIVED  
TARGET Gotha, Germany  
MACR 2422 DATE LOST 2/22/44  
REMARKS: *Crew listed as MIA.*

### MODEL B24-J SERIAL NO. 42-100411 C/L E Bar SQD 67th

CREW CHIEF    PILOT Howe  
A/C NAME Unknown                                      RECEIVED  
TARGET Genshagen, Germany  
MACR 7804 DATE LOST 6/21/44  
REMARKS: *Shot down by flak. Crew belonged to the 506th Sqd.*

### MODEL B24-J SERIAL NO. 42-100412 C/L V SQD 68th

CREW CHIEF George Bryant                              PILOT Benjamin Schaefer  
A/C NAME V FOR VICTORY \*                              RECEIVED 4/8/44  
TARGET Beaumont le Roger AF  
MACR      DATE LOST 7/4/44  
REMARKS: *Crash landed in an open field near Guildford, Surrey on return.*

### MODEL B24-J SERIAL NO. 42-100415 C/L Bar V SQD 506th

CREW CHIEF    PILOT Bernard Komarinski  
A/C NAME MY PEACH                                      RECEIVED 5/11/44  
TARGET La Perthe, France  
MACR      DATE LOST 8/8/44  
REMARKS: *Lost # 1 and # 4 engines, # 2 caught fire shortly after bombs away. Crew was observed to bail out approximately 60 miles east of Paris. 10 chutes were observed to open. Crew returned.*

## THE GROUP AIRCRAFT

MODEL B24-H SERIAL NO. 41-29418 C/L

SQD 68th

CREW CHIEF "Pappy's Chillon" PILOT Forrest Hovens  
A/C NAME Unknown RECEIVED

REMARKS: Transferred from the 486th Bomb Group. Iced up & spun out. Pilot & Co-Pilot were blown out of A/C and survived. All others killed. Crew was a recent transfer from the 66th Sqd. Happened on 4/21/44 on HAMM mission.

MODEL B24-J SERIAL NO. 42-100423 C/L

SQD 506th

CREW CHIEF PILOT Jack Winn  
A/C NAME Unknown RECEIVED

TARGET Brunswick, Germany  
MACR 3856 DATE LOST 4/8/44  
REMARKS: Collided with an Enemy A/C-both exploded. Crew became POW

MODEL B24-L SERIAL NO. 44-49425 C/L C

SQD 68th

CREW CHIEF Robert Todd PILOT Clayton Roberts  
A/C NAME Unknown RECEIVED

REMARKS: Last mission flown 4/18/45 (Garbade). Redeployed to the Zone of the Interior on 5/22/45.

MODEL B24-H SERIAL NO. 42-50427 C/L V

SQD 68th

CREW CHIEF Howard Foley PILOT Vincent Almonia  
A/C NAME PURITANICAL BITCH \* RECEIVED 6/26/44

REMARKS: Name was changed to PURITANICAL WITCH when the Crew Chief was told by a Ground Officer that he had an hour to get rid of that name. Crashed at Base on take-off 3/22/45.

MODEL B24-J SERIAL NO. 42-100429 C/L Bar L

SQD 506th

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED 2/18/44

REMARKS: Redeployed to the Zone of the Interior on 5/31/45.

MODEL B24-H SERIAL NO. 41-29431 C/L Q Bar

SQD 506th

CREW CHIEF PILOT Winston Irwin  
A/C NAME (A Girl In the Nose Art) RECEIVED

TARGET Friedrichshafen, Germany  
MACR 3405 DATE LOST 3/18/44  
REMARKS: Landed at Dubendorf A/F where the crew were interned.

MODEL B24-J SERIAL NO. 44-40437 C/L

SQD

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED

REMARKS: Salvaged at the Base Depot on 11/30/44.

MODEL B24-H SERIAL NO. 41-29467 C/L X Bar

SQD 67th

CREW CHIEF PILOT Howard Clarey  
A/C NAME Unknown RECEIVED

TARGET Moyennville, France  
MACR 4257 DATE LOST 4/27/44  
REMARKS: Hit by flak between the # 3 & # 4 engine. Right wing came off. Tipped over in a tight spiral and exploded. No chutes observed. Engineer & Radio Operator became POW.

MODEL B24-H SERIAL NO. 41-29471 C/L X

SQD 68th

CREW CHIEF PILOT Glenn Sweigart  
A/C NAME Unknown RECEIVED 3/26/44

TARGET Berlin, Germany  
MACR 4472 DATE LOST 4/29/44  
REMARKS: Two chutes observed prior to the ship exploding. (Beilung show salvaged on 1/4/44)

MODEL B24-H SERIAL NO. 41-29475 C/L M Bar

SQD 67th

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED

REMARKS: Flew on a mission to Brunswick on 5/19/44. Tail Gunner, Melvin Mc Laud destroyed a ME 109. (Salvaged 5/29/44 ?)

MODEL B24-H SERIAL NO. 42-7476 C/L

SQD 66th

CREW CHIEF PILOT  
A/C NAME NICE N NAUGHTY \* RECEIVED

REMARKS: Crashed on take-off on 5/1/44 for target Leige, Belgium.

MODEL B24-J SERIAL NO. 42-50480 C/L T +

SQD 66th

CREW CHIEF Bernard Tolan PILOT Elmer W. Smith Jr  
A/C NAME BIG TIME OPERATOR \* RECEIVED

REMARKS: Last mission flown 4/25/45 (Hornberger). Redeployed to the Zone of the Interior on 5/27/45.

## THE GROUP AIRCRAFT

**MODEL B24-H SERIAL NO. 41-29496 C/L G +  
SQD 506th**

CREW CHIEF PILOT Bernie Scudday  
A/C NAME Unknown RECEIVED  
TARGET Creil Rail Siding  
MACR 6744 DATE LOST 6/27/44.  
REMARKS: Hit by flak just before bombs away. One chute observed.

**MODEL B24-J SERIAL NO. 42-73500 C/L F  
SQD 68th**

CREW CHIEF PILOT Frank Foy  
A/C NAME Unknown RECEIVED  
TARGET Politz  
MACR 5218 DATE LOST 5/29/44  
REMARKS: Low on fuel, one engine out. Made it to Sweden. Pilot was seriously wounded. Crew interned. Returned to Base 10/26/44, 11/1/44, & 3/25/45. (Beitling shows plane belonged to the 506th Sqd)

**MODEL B24-M SERIAL NO. 44-50500 C/L Bar S  
SQD 506th**

CREW CHIEF James Boyer PILOT Bielinski  
A/C NAME Unknown RECEIVED  
REMARKS: Last mission flown 4/25/45 (Bielinski) Redeployed to the Zone of the Interior on 5/27/45.

**MODEL B24-H SERIAL NO. 42-7501 C/L P  
SQD 68th**

CREW CHIEF Lewis Berry PILOT Frank Sobotka  
A/C NAME Unknown RECEIVED 10/8/43  
TARGET Escalles Sur Buchy  
MACR 2360 DATE LOST 1/21/44  
REMARKS: Keith Cookus flew over 9/21/43. This was the 6th mission for the crew.

**MODEL B24-? SERIAL NO. 503 C/L G Bar  
SQD 67th**

CREW CHIEF PILOT Zaroni  
A/C NAME Unknown RECEIVED  
REMARKS: Last mission flown 4/20/45 (Zaroni) Returned to the Zone of the Interior 5/30/45.

**MODEL B24-? SERIAL NO. 503 C/L G Bar  
SQD 67th**

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: Last mission flown 4/20/45 (Zaroni) Returned to the Zone of the Interior 5/30/45

**MODEL B24-J SERIAL NO. 44-10503 C/L X Bar  
SQD 67th**

CREW CHIEF K.D. Gong PILOT Chaille  
A/C NAME Unknown RECEIVED  
REMARKS: Last mission flown 4/15/45 (Louik). Redeployed to the Zone of the Interior on 5/31/45.

**MODEL B24-J SERIAL NO. 41-10504 C/L J  
SQD 68th**

CREW CHIEF Morton Rifkin PILOT Gerald Lindsay  
A/C NAME LADY GERALDINE RECEIVED 11/4/44  
REMARKS: Last mission flown 4/25/45 (McKinney). (Beitling shows GJ J) Redeployed to the Zone of the Interior on 5/31/45.

**MODEL B24-J SERIAL NO. 42-73506 C/L X Bar  
SQD 506th "BLACK JACK"**

CREW CHIEF PILOT Guy Johnson  
A/C NAME Unknown RECEIVED  
TARGET Brunswick, Germany  
MACR 3852 DATE LOST 4/8/44  
REMARKS: Pilot was reported KIA, the balance of the Crew was POW.

**MODEL B24-H SERIAL NO. 42-7507 C/L X  
SQD 68th**

CREW CHIEF Alfred Bagdonas PILOT Sam Bowman  
A/C NAME HEAVEN CAN WAIT \* RECEIVED 10/26/43  
REMARKS: Crashed near Friston in Southern England on the return from Siracourt France on 3/12/44. Salvaged 3/20/44.

**MODEL B24-J SERIAL NO. 42-51508 C/L  
SQD 66th**

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: Ex 453rd B.G. Ship. Redeployed to the Zone of the Interior 5/31/45

**MODEL B24-J SERIAL NO. 42-51509 C/L G Bar  
SQD 67th**

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED 8/8/44  
REMARKS: Last mission flown 4/18/45 (Hildebrand). Redeployed to the Zone of the Interior on 5/31/45.

## THE GROUP AIRCRAFT

**MODEL B24-J SERIAL NO. 42-50509 C/L Y**  
**SQD 68th**

CREW CHIEF PILOT None  
 A/C NAME WANA RECEIVED 7/16/44  
 REMARKS: Caught fire while loading bombs at the Base and exploded. Guard was killed by bomb fragments on 2/7/45. Salvaged at Base Depot, what was left.

**MODEL B24-H SERIAL NO. 41-29511 C/L**  
**SQD 66th**

CREW CHIEF PILOT Keith Schuyler  
 A/C NAME SWEET ELOISE RECEIVED  
 REMARKS: Transferred to the 392nd Bomb Group when it arrived from the States

**MODEL B24-M SERIAL NO. 44-50512 C/L H**  
**SQD 68th**

CREW CHIEF Russell Hryvniak PILOT Jack Cornstock  
 A/C NAME Unknown RECEIVED  
 REMARKS: Last mission flown 4/25/45 (Smith)(Beitling shows GJM) Redeployed to the Zone of the Interior on 5/28/45.

**MODEL B24-H SERIAL NO. 41-29513 C/L Z**  
**SQD 506th**

CREW CHIEF PILOT Richard Hruby  
 A/C NAME Unknown RECEIVED  
 REMARKS: Ditched in the Channel on the return from Berlin on 4/29/44. Crew was picked up by a British Minesweeper.

**MODEL B24-H SERIAL NO. 42-7514 C/L O**  
**SQD 68th**

CREW CHIEF Ralph Barron PILOT Gary Mathisen  
 A/C NAME Unknown RECEIVED 11/14/43  
 TARGET Escalles Sur Buchy  
 MACR 2359 DATE LOST 1/21/44  
 REMARKS: Was hit on the last pass by fighters. Crew had completed 17 missions. A.H. Love Jr and Crew flew this ship from the States on 9/24/43.

**MODEL B24-H SERIAL NO. 42-7521 C/L B Bar**  
**SQD 67th**

CREW CHIEF PILOT Richard O'Neill  
 A/C NAME POOP DECK PAPPY \* RECEIVED  
 REMARKS: Crashed at Base on 11/26/43. Repaired by 1/21/44. Traded to the 392nd Bomb Group.

**MODEL B24-H SERIAL NO. 42-7522 C/L S Bar**  
**SQD 506th**

CREW CHIEF Ralph Jorgensen PILOT John Money  
 A/C NAME SOUTHERN COMFORT \* RECEIVED  
 TARGET Bemburg, Germany  
 MACR 3848 DATE LOST 4/11/44  
 REMARKS: Flight bomb bay door failed to open. The frag. bombs hit the closed door setting the ship on fire. The planr broke in two at the mid-section. Pilot and WG survived.

**MODEL B24-J SERIAL NO. 44-10523 C/L**  
**SQD 506th**

CREW CHIEF PILOT Clifford Bentcliff  
 A/C NAME Unknown RECEIVED  
 TARGET Hamburg, Germany  
 MACR 10139 DATE LOST 10/30/44  
 REMARKS: The Engineer & Two Waist Gunners were reported as POW, the balance of the Crew were killed.

**MODEL B24-J SERIAL NO. 44-50524 C/L Bar L**  
**SQD 506th**

CREW CHIEF PILOT Wallace  
 A/C NAME Unknown RECEIVED  
 REMARKS: Was operational on 10/2/44. Last mission flown 4/25/45 (Wallace). Redeployed to the Zone of the Interior on 5/22/45.

**MODEL B24- SERIAL NO. 42-50526 C/L**  
**SQD 68th**

CREW CHIEF PILOT  
 A/C NAME Unknown RECEIVED  
 REMARKS: Emergency landing at Brussels, Belgium 10/18/44

**MODEL B24-J SERIAL NO. 42-95531 C/L B Bar**  
**SQD 67th**

CREW CHIEF R.D. Davis PILOT Berger  
 A/C NAME Unknown RECEIVED 8/4/44  
 REMARKS: Last mission flown 4/25/45 (Reynolds)(Beitling shows GJ B) Redeployed to the Zone of the Interior on 5/22/45.

**MODEL B24-J SERIAL NO. 44-10531 C/L R +**  
**SQD 66th**

CREW CHIEF PILOT Arthur Ledford  
 A/C NAME Unknown RECEIVED  
 TARGET Hamm, Germany  
 MACR 9370 DATE LOST 9/30/44  
 REMARKS: Tail Gunner was killed, the balance of the Crew was POW.



## THE GROUP AIRCRAFT

*Redeployed to the Zone of the Interior on 5/31/45. RFC 10/24/45.*

**MODEL B24-H SERIAL NO. 42-7533 C/L E**  
**SQD 66th**

CREW CHIEF PILOT Warren Oakley  
A/C NAME Unknown RECEIVED  
TARGET Munster, Germany  
MACR 1713 DATE LOST 12/22/43  
REMARKS: Navigator & Engineer were POW, Radio Operator was evacuated to the USA. The balance of Crew were killed.

**MODEL B24-? SERIAL NO. 541 C/L**  
**SQD 68th**

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: Possibly a bad number. Shows up on Operation Sheet 12/15/43.

**MODEL B24-H SERIAL NO. 42-7535 C/L U Bar**  
**SQD 506th**

CREW CHIEF PILOT Parkes  
A/C NAME PEEPSIGHT \* RECEIVED  
REMARKS: Was operational 10/2/44. Redeployed to the Zone of the Interior on 5/29/45. (Baiting shows QK U)

**MODEL B24-J SERIAL NO. 44-10542 C/L F+**  
**SQD 66th**

CREW CHIEF PILOT Perrault/Perramit?  
A/C NAME TALLY HO RECEIVED  
REMARKS: Ex 491st Ship. Crash landed near Brussels on 1/28/45 on a mission to Dortmund. Flown by a 506th Crew this date.

**MODEL B24-J SERIAL NO. 42-50535 C/L Bar O**  
**SQD 506th**

CREW CHIEF PILOT Parrish  
A/C NAME Unknown RECEIVED 7/24/44  
REMARKS: Received heavy battle damage on 8/9/44 at Saarbrucken M/Y. Last mission flown 4/25/45 (Parrish). Returned to the Zone of Interior 5/31/45.

**MODEL B24-H SERIAL NO. 42-7544 C/L C Bar**  
**SQD 67th**

CREW CHIEF PILOT Edward Taylor  
A/C NAME Unknown RECEIVED  
TARGET Solingen, Germany  
MACR 1382 DATE LOST 12/1/43  
REMARKS: Crew bailed out over Belgium. Taylor was presumed dead. All others became POW.

**MODEL B24-H SERIAL NO. 42-7536 C/L M**  
**SQD 66th**

CREW CHIEF PILOT  
A/C NAME THE BANSHEE \* RECEIVED  
REMARKS: Salvaged at Deopham Green on 1/3/44

**MODEL B24-H SERIAL NO. 41-29544 C/L T**  
**SQD 68th**

CREW CHIEF Ralph Barron PILOT Alfred Bonnet  
A/C NAME FLAK ALLEY II RECEIVED 3/26/44  
TARGET Munich, Germany  
MACR 8250 DATE LOST 7/11/44  
REMARKS: Ditched in channel on return. Four members were rescued, off Beachy Head, Sussex. Plane had belonged to the 490th Bomb Group. (Baiting shows GJ T).

**MODEL B24-M SERIAL NO. 44-50536 C/L X**  
**SQD 68th**

CREW CHIEF Alfred Bagdonas PILOT William Warner  
A/C NAME Unknown RECEIVED  
REMARKS: Last mission flown 4/25/45 (Warner). Redeployed to the Zone of the Interior on 5/22/45.

**MODEL B24-H SERIAL NO. 42-7545 C/L D Bar**  
**SQD 67th**

CREW CHIEF PILOT Earl Johnson  
A/C NAME Unknown RECEIVED  
TARGET Oslo-Kjeller, Norway  
MACR 1378 DATE LOST 11/18/43  
REMARKS: Went down in the North Sea on the return from Sweden due to battle damage and a shortage of fuel.

**MODEL B24-H SERIAL NO. 41-29538 C/L X**  
**SQD 68th**

CREW CHIEF PILOT Barry?  
A/C NAME Unknown RECEIVED  
REMARKS: Crashed on take-off on 3/23/44 Target was Osna-bruck, Germany. Salvaged at Base.

**MODEL B24-H SERIAL NO. 42-7547 C/L X Bar**  
**SQD 67th**

CREW CHIEF James Eastmon PILOT Harold Pinder  
A/C NAME Unknown RECEIVED  
TARGET Frankfurt, Germany  
MACR 2251 DATE LOST 1/29/44  
REMARKS: Shot down by fighters. Engineer returned to Base.

**MODEL B24-J SERIAL NO. 42-50539 C/L U Bar**  
**SQD 67th**

CREW CHIEF L.R. Baur PILOT Reynolds  
A/C NAME SULTRY SUE \* RECEIVED  
REMARKS: Last mission flown 4/16/45 (Hilderbrand).

## THE GROUP AIRCRAFT

**MODEL B24-H SERIAL NO. 42-7548 C/L N**  
**SQD 66th**

CREW CHIEF PILOT Donald Hessket  
**A/C NAME BULL OF THE WOODS \*** RECEIVED  
 TARGET Ludwigshafen, Germany  
 MACR 1752 DATE LOST 12/30/43  
 REMARKS: *Co-Pilot & one W Gunner KIA. Balance of Crew returned to Base later.*

**MODEL B24-J SERIAL NO. 44-10548 C/L O +**  
**SQD 66th**

CREW CHIEF PILOT Ketchum  
**A/C NAME JERSEY JERK** RECEIVED  
 REMARKS: *Last mission flown 4/25/45 (Ketchum). Redeployed to the Zone of the Interior 5/31/45.*

**MODEL B24-? SERIAL NO. 44-50548 C/L Q Bar**  
**SQD 67th**

CREW CHIEF PILOT  
**A/C NAME Unknown** RECEIVED  
 REMARKS: *Last mission flown 4/16/45 (Louik). Returned to the Zone of the Interior 5/30/45*

**MODEL B24-H SERIAL NO. 42-7549 C/L K Bar**  
**SQD 67th**

CREW CHIEF R.D. Davis PILOT John Scarborough  
**A/C NAME THE SHARK** RECEIVED  
 TARGET Friedrichshafen, Germany  
 MACR N/A DATE LOST 3/16/44  
 REMARKS: *Crashed at Woodchurch, near Kingsmoth on the return. All KIA except Gunners in the back.*

**MODEL B24-H SERIAL NO. 42-7551 C/L Y**  
**SQD 68th**

CREW CHIEF Howard Foley PILOT Glenn Hovey  
**A/C NAME Unknown** RECEIVED 10/7/43  
 REMARKS: *Crashed on test flight killing the entire crew. Banked into a dead engine. New crew with no missions. Salvaged by the 3rd Strategic Air Depot on 1/16/44.*

**MODEL B24-H SERIAL NO. 42-50551 C/L X**  
**SQD 68th**

CREW CHIEF Alfred Bagdonas PILOT William Warner  
**A/C NAME ONE WEAKNESS \*** RECEIVED  
 REMARKS: *This plane survived the war but how, no one seems to know. It was identified as still in existence in 1987.*

**MODEL B24-H SERIAL NO. 42-7552 C/L A Bar**  
**SQD 67th**

CREW CHIEF Fred Marsh PILOT  
**A/C NAME LIL' COOKIE \*** RECEIVED  
 REMARKS: *Transferred to the 489th Bomb Group as Assembly Ship after 11/44.*

**MODEL B24-J SERIAL NO. 44-10552 C/L J**  
**SQD 67th**

CREW CHIEF Frank Chowaski PILOT  
**A/C NAME Check with ship above.** RECEIVED 7/21/44  
 REMARKS: *Flew overseas by Jack Spear 7/17/44. Flew by Thorne on 12/31/44.*

**MODEL B24-J SERIAL NO. 44-10553 C/L**  
**SQD 68th**

CREW CHIEF Robert Todd PILOT  
**A/C NAME Unknown** RECEIVED 8/3/44  
 REMARKS: *Had 73 missions without an abort on 1/31/45. (Verify Date Recd. (Belting shows crash-landed on 12/20/44) No sqd. record of flying this date.*

**MODEL B24-H SERIAL NO. 41-29554 C/L J Bar**  
**SQD 67th**

CREW CHIEF PILOT Harold Hess  
**A/C NAME Unknown** RECEIVED  
 TARGET Monte de Marson, France  
 MACR 3588 DATE LOST 3/27/44  
 REMARKS: *Ship abandoned. Crew interned in Spain.*

**MODEL B24-? SERIAL NO. 555 C/L Y**  
**SQD 68th**

CREW CHIEF PILOT G. Mathisen  
**A/C NAME Unknown** RECEIVED 12/15/43  
 REMARKS: *Shows on Sqd Flight sheet for the above date. Possibly traded.*

**MODEL B24-L SERIAL NO. 44-49556 C/L D Bar**  
**SQD 67th**

CREW CHIEF J.H. Christenson PILOT Kyle  
**A/C NAME Unknown** RECEIVED  
 REMARKS: *Redeployed to the Zone of the Interior on 5/22/45.*

**MODEL B24-? SERIAL NO. 557 C/L**  
**SQD 68th**

CREW CHIEF PILOT  
**A/C NAME Unknown** RECEIVED 12/22/43  
 REMARKS: *No record after the above date. Possibly traded.*

## THE GROUP AIRCRAFT

**MODEL B24-H SERIAL NO. 42-95561 C/L I +  
SQD 66th**

CREW CHIEF PILOT James McKenna  
A/C NAME Unknown RECEIVED  
TARGET Hamburg, Germany  
MACR 8081 DATE LOST 8/6/44  
REMARKS: A PPF ship. Was flying lead for the 492nd Bomb Group when it was lost.

**MODEL B24-H SERIAL NO. 42-7568 C/L  
SQD 506th**

CREW CHIEF PILOT  
A/C NAME CONSOLIDATED MESS \* RECEIVED  
REMARKS: Transferred from the 445th Bomb Group.

**MODEL B24-M SERIAL NO. 44-50571 C/L T Bar  
SQD 67th**

CREW CHIEF H.J. Besarick PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: Was operational as of 4/28/45. Probably returned to the ZOI.

**MODEL B24-M SERIAL NO. 44-50578 C/L Q Bar  
SQD 67th**

CREW CHIEF R.H. Schindler PILOT Olson  
A/C NAME MYRTLE THE FERTILE TURTLE \* RECEIVED  
REMARKS: Last mission flown 4/18/45 (Lee). Redeployed to the Zone of the Interior on 5/22/45.

**MODEL B24-H SERIAL NO. 42-7582 C/L  
SQD 66th**

CREW CHIEF PILOT Glenn Folsom  
A/C NAME Unknown RECEIVED  
TARGET Berlin, Germany  
MACR DATE LOST 3/7/44  
REMARKS: Ex 389th Ship. Collided with a P47. All killed.

**MODEL B24-J SERIAL NO. 44-10582 C/L D  
SQD 68th**

CREW CHIEF PILOT Gus Konstand  
A/C NAME Unknown RECEIVED 9/25/44  
TARGET Kaiserslautern, Germany  
MACR 11373 DATE LOST 12/28/44  
REMARKS: A PPF ship. Was G-H Lead for the 491st Bomb Group. Shot down by flak. Two Crew members from the 66th Sqd were aboard.

**MODEL B24-M SERIAL NO. 44-50588 C/L M  
SQD 68th**

CREW CHIEF Cliff Calbert PILOT Curtiss Schnell  
A/C NAME Unknown RECEIVED  
REMARKS: Last mission flown 4/25/45 (Schnell). Redeployed to the Zone of the Interior on 5/22/45.

**MODEL B24-J SERIAL NO. 44-10594 C/L P +  
SQD 68th**

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: Ex 36th Bomb Sqd plane. Transferred to the 44th, then later transferred to the RAF on 10/6/44.

**MODEL B24-J SERIAL NO. 42-51594 C/L P +  
SQD 66th**

CREW CHIEF PILOT Nutt  
A/C NAME Unknown RECEIVED  
REMARKS: Crashed at the base with a collapsed gear on 2/15/45. Repaired. Last mission flown 4/25/45 (Sanders). Redeployed to the Zone of the Interior on 5/22/45.

**MODEL B24-J SERIAL NO. 42-50596 C/L O  
SQD 68th**

CREW CHIEF PILOT Edward Lehnhausen  
A/C NAME FLAK MAGNET \*\* RECEIVED 7/2/44  
TARGET Leverkusen, Germany  
MACR 9654 DATE LOST 10/18/44  
REMARKS: No witnesses. Believed to have been shot down by flak. (Beitling shows GJ - O)

**MODEL B24-M SERIAL NO. 44-50597 C/L J +  
SQD 66th**

CREW CHIEF PILOT Alderson  
A/C NAME Unknown RECEIVED  
REMARKS: Last mission flown 4/25/45 (Anderson). Redeployed to the Zone of the Interior on 5/22/45.

**MODEL B24-D SERIAL NO. 41-11598 C/L  
SQD 67th**

CREW CHIEF PILOT W. Hall  
A/C NAME Unknown RECEIVED  
REMARKS: Photographic assignment, Bolling Field, Washington, D.C. Transferred to the 1st Photo Group

## THE GROUP AIRCRAFT

### MODEL B24-? SERIAL NO. 41-23599 C/L SQD 67th

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: *Flew to Leghorn, Italy on 9/21/43. (This serial number in its entirety may not be correct).*

### MODEL B24-H SERIAL NO. 42-7603 C/L L Bar SQD 67th

CREW CHIEF PILOT Earl Dobson  
A/C NAME Unknown RECEIVED  
TARGET Oslo-Kjeller, Norway  
MACR 1380 DATE LOST 11/18/43  
REMARKS: *Went down in Sweden where the Crew were Interned.*

### MODEL B24-D SERIAL NO. 42-40606 C/L X Bar SQD 506th

CREW CHIEF R. Jorjeensen PILOT Charles Whitlock  
A/C NAME TIMBA-A-Ah \* RECEIVED 3/14/43  
TARGET Foggia, Italy MACR 3559 DATE LOST 8/16/43  
REMARKS: *Shot down by EAC 10 minutes after target. Salvaged 9/19/44.*

### MODEL B24-H SERIAL NO. 42-52616 C/L R + SQD 67th

CREW CHIEF PILOT  
A/C NAME GLORY BEE \* RECEIVED  
REMARKS: *Transferred from the 66th Sqd. Flew a total of 98 missions. Last mission flown 3/24/45 (Boudreau). Redeployed to the Zone of the Interior 5/31/45.*

### MODEL B24-H SERIAL NO. 42-7618 C/L C + SQD 66th

CREW CHIEF PILOT George Telford  
A/C NAME Unknown RECEIVED  
TARGET: Friedrichshafen, Germany  
MACR 3982 DATE LOST 3/18/44  
REMARKS: *Transferred from the 445th Bomb Group. Crew Interned in Switzerland. Landed at Dubendorf A/F.*

### MODEL B24-H SERIAL NO. 42-52618 C/L SQD 66th

CREW CHIEF PILOT Muldoon  
A/C NAME CHIEF WAPELLO \* RECEIVED 9/15/44  
TARGET Dortmund, Germany  
MACR DATE LOST 1/28/45  
REMARKS: *Ex 487th Ship. Crashed in Belgium after Crew bailed out.*

### MODEL B24-J SERIAL NO. 42-95619 C/L SQD 66th

CREW CHIEF PILOT  
A/C NAME BI-U-BABY \* RECEIVED  
REMARKS: *A PPF ship. Transferred to the 491st Bomb Group.*

### MODEL B24-? SERIAL NO. 620 C/L SQD 67th

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: *Flown by the 66th Sqd to Athies-sous-Laon, France on 6/23/44. (Serial No. may be 42-109820 THE WASP NEST.*

### MODEL B24-? SERIAL NO. 622 C/L SQD 66th

CREW CHIEF PILOT  
A/C NAME: Unknown RECEIVED  
REMARKS: *Was Operational around August 1944*

### MODEL B24-H SERIAL NO. 42-7624 C/L Z SQD 68th

CREW CHIEF Lawrence Villamez PILOT  
A/C NAME TURNIP TERMITE RECEIVED 11/2/43  
REMARKS: *Transferred out of Sqd. (Beitling shows GJ Z).*

### MODEL B24-J SERIAL NO. 42-50626 C/L Bar H SQD 506th

CREW CHIEF James Boyer PILOT  
A/C NAME MY GAL SAL \* RECEIVED 7/1/44  
REMARKS: *Crashed at Base on 8/30/44. (Nose wheel collapsed) Salvaged at Base. (Beitling shows WQ H)*

### MODEL B24-? SERIAL NO. 629 C/L SQD 66th

CREW CHIEF PILOT  
A/C NAME: Unknown RECEIVED  
REMARKS: *Was Operational around August 1944 per 66th records.*

### MODEL B24-H SERIAL NO. 42-7630 C/L P Bar SQD 506th

CREW CHIEF PILOT William Maynor  
A/C NAME Unknown RECEIVED  
TARGET Bremen, Germany  
MACR 1712 DATE LOST 12/20/43  
REMARKS: *Crippled by flak. Knocked down by fighters.*

## THE GROUP AIRCRAFT

**MODEL B24-H SERIAL NO. 42-7635 C/L Q**  
SQD 68th

CREW CHIEF C.E. Lee PILOT Hartwell Howington  
A/C NAME RAM-IT-~~RAM-IT~~ RECEIVED 11/7/43  
TARGET Escalles Sur Buchy, France  
MACR 2357 DATE LOST 1/21/44  
REMARKS: Flew 16 missions. One chute observed.

**MODEL B24-H SERIAL NO. 42-7644 C/L D**  
SQD 68th

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: A PFF Ship. Transferred to the 93rd Bomb Group prior to 1/9/44. Then transferred to the 482nd Bomb Group.

**MODEL B24-? SERIAL NO. 42-100637 C/L**  
SQD 67th

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
TARGET Siracourt, France  
MACR DATE LOST 2/6/44  
REMARKS: Crashed near base. Needs verification.

**MODEL B24-J SERIAL NO. 42-50644 C/L Bar A**  
SQD 506th

CREW CHIEF PILOT Burns  
A/C NAME Unknown RECEIVED  
REMARKS: Transferred to the 506th Sqd 8/31/44. Last mission flown 4/20/45 (Burns). Redeployed to the Zone of the Interior 5/22/45.

**MODEL B24-H SERIAL NO. 42-7638 C/L E**  
SQD 66th

CREW CHIEF PILOT Kent Miller  
A/C NAME Unknown RECEIVED  
TARGET Munster, Germany  
MACR 1714 DATE LOST 12/22/43  
REMARKS: Ditched in the Zuyder Zee. Co-Pilot was POW. Balance of Crew KIA.

**MODEL B24-? SERIAL NO. 646 C/L**  
SQD 67th

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: Was operational on 5/19/44.

**MODEL B24-H SERIAL NO. 42-7642 C/L N Bar**  
SQD 506th

CREW CHIEF PILOT Ford ?  
A/C NAME Unknown RECEIVED 6/26/44  
REMARKS: Only mission recorded in the 68th was Bemberg on 7/6/44. Ship belonged to the 506th from 1/24/44 thru 7/8/44. Possibly transferred to the 67th at that time. Sub Depot repaired battle damage on 7/8/44. C/L chgd to X.

**MODEL B24-H SERIAL NO. 42-7647 C/L**  
SQD 506th

CREW CHIEF PILOT R.C. Houghtby  
A/C NAME Unknown RECEIVED 9/24/43  
REMARKS: Flew over from the States on 9/24/43 by Ray Houghtby. Salvaged at Shipdham on 11/11/44.

**MODEL B24-J SERIAL NO. 42-52643 C/L S**  
SQD 68th

CREW CHIEF C.E. Lee PILOT Roy Boggs  
A/C NAME Unknown RECEIVED 4/26/44  
REMARKS: Last mission flown 4/15/45 (Pitts). (Beitling shows GJ S). Redeployed to the Zone of the Interior on 5/22/45.

**MODEL B24-H SERIAL NO. 42-7648 C/L**  
SQD

CREW CHIEF PILOT  
A/C NAME KING HIGH RECEIVED  
REMARKS: None

**MODEL B24-H SERIAL NO. 42-50643 C/L Bar K**  
SQD 506th

CREW CHIEF PILOT Bielinski  
A/C NAME JOSE CARIOCO \* RECEIVED  
TARGET Saarbrucken, Germany  
MACR DATE LOST 8/9/44  
REMARKS: Transferred to 68th? Redeployed to Z of I. 68th Sqd War diary states Sindelfingen was primary target, due to cloud cover we hit Saarbrucken M/Y with good results. Flak intense. we had 3 A/C with "A" & "B" damage. The 66th lost one A/C due to flak. Last mission flown 4/20/45 (Mosher).

**MODEL B24-H SERIAL NO. 42-7650 C/L J Bar**  
SQD 67th

CREW CHIEF PILOT LeRoy Hansen  
A/C NAME Unknown RECEIVED  
TARGET Bremen, Germany  
MACR 1376 DATE LOST 11/13/43  
REMARKS: Hit by flak. Crash landed near Lemmer in the Netherlands. Crew became POW.

**MODEL B24-D SERIAL NO. 41-11653 C/L**  
SQD 67th

CREW CHIEF Mike A. Curtan PILOT Gideon W. Warne  
A/C NAME BLUE GOOSE RECEIVED  
REMARKS: Photographic assignment at Bolling Field, Washington, D.C. 5/29/42. Transferred to the 1st Photo Group.

## THE GROUP AIRCRAFT

**MODEL B24-J SERIAL NO. 42-50660 C/L A**  
**SQD 68th**

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED 8/26/44  
REMARKS: *Crashed on take-off 3/20/45.*

**MODEL B24-7 SERIAL NO. 684 C/L**  
**SQD 66th**

CREW CHIEF PILOT  
A/C NAME: Unknown RECEIVED  
REMARKS: *Was Operational around August 1944.*

**MODEL B24-7 SERIAL NO. 660 C/L**  
**SQD 66th**

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: *Major Hurn flew as Co-Pilot to Saarbrücken leading the 445th B.G. in August 1944.*

**MODEL B24-D SERIAL NO. 41-23689 C/L Bar X**  
**SQD 66th**

CREW CHIEF PILOT  
A/C NAME MINERVA RECEIVED  
REMARKS: *Transferred to the 392nd Bomb Group as an Assembly Ship.*

**MODEL B24-H SERIAL NO. 42-7672 C/L A +**  
**SQD 68th**

CREW CHIEF PILOT  
A/C NAME PEACE OFFERING RECEIVED  
REMARKS: *Crashed and burned on 1/26/44. Salvaged at Tadlow same date.*

**MODEL B24-M SERIAL NO. 44-50690 C/L R Bar**  
**SQD 67th**

CREW CHIEF E.M. Shimmel PILOT Thoms  
A/C NAME Unknown RECEIVED  
REMARKS: *Last mission flown 4/25/45 (Richardson). Redeployed to the Zone of the Interior on 5/27/45.*

**MODEL B24-J SERIAL NO. 42-50672 C/L A +**  
**SQD 66th**

CREW CHIEF PILOT Testa  
A/C NAME Unknown RECEIVED 12/1/44  
REMARKS: *Originally belonged to 66th. Last mission flown 4/25/45 (Testa). Redeployed to the Zone of the Interior 5/27/45.*

**MODEL B24-D SERIAL NO. 41-23690 C/L**  
**SQD 68th**

CREW CHIEF Harold Hill PILOT Nolan Cargile  
A/C NAME No Name RECEIVED 9/20/42  
TARGET Wilhelmshaven, Germany  
MACR R-1000 DATE LOST 1/27/43  
REMARKS: *An original ship of the 68th Sqd. An FW190 that had been shot down crashed into the left wing. One chute was observed. Entire crew KIA. Salvaged*

**MODEL B24-D SERIAL NO. 41-11673 C/L**  
**SQD 67th**

CREW CHIEF R.C. Ward PILOT Donald McDonald  
A/C NAME Unknown RECEIVED  
REMARKS: *Photographic assignment at Bolling Field, Washington, D.C. 5/29/42. Transferred to the 1st Photo Group.*

**MODEL B24-H SERIAL NO. 41-28690 C/L B**  
**SQD 66th**

CREW CHIEF PILOT Louis Mazure  
A/C NAME MISSOURI BELLE RECEIVED  
TARGET Boulogne, France  
MACR DATE LOST 6/5/44  
REMARKS: *A PPF ship. Ditched in the North Sea between Ramsgate & Dover. Hit by flak on the bomb run. Mazure was killed instantly when flak pierced his head. Carper flew A/C back to England where crew bailed out. Ex389th*

**MODEL B24-M SERIAL NO. 44-50681 C/L**  
**SQD**

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: *Redeployed to the Zone of the Interior on 5/22/45.*

**MODEL B24-M SERIAL NO. 44-50682 C/L Bar G**  
**SQD 506th**

CREW CHIEF PILOT Friedel  
A/C NAME Unknown RECEIVED  
REMARKS: *Last mission flown 4/20/45 (Friedel). Redeployed to the Zone of the Interior on 5/22/45.*

**MODEL B24-M SERIAL NO. 44-50691 C/L Bar F**  
**SQD 506th**

CREW CHIEF PILOT Pyle  
A/C NAME Unknown RECEIVED  
REMARKS: *Last mission flown 4/25/45 (Pyle). Redeployed to the Zone of the Interior on 5/22/45.*

## THE GROUP AIRCRAFT

**MODEL B24-M SERIAL NO. 44-50698 C/L Bar C**  
**SQD 506th**

CREW CHIEF PILOT  
**A/C NAME Unknown RECEIVED**  
**REMARKS:** *Crashed one mile south of Watton on 5/11/45 at 1100 hrs. Salvaged.*

**MODEL B24-7 SERIAL NO. 724 C/L A**  
**SQD 68th**

CREW CHIEF PILOT Joseph Gillispie  
**A/C NAME Unknown RECEIVED 9/18/44**  
**REMARKS:** *Operation sheets show plane was flying status on 9/28/44.*

**MODEL B24-D SERIAL NO. 41-23699 C/L P/N**  
**SQD 68th**

CREW CHIEF Charlie Pigg PILOT Reginald Phillips  
**A/C NAME LEMON DROP \* RECEIVED 9/20/42**  
**REMARKS:** *An original ship of the 68th Sqd. Became an Assembly ship. C/L changed to N. Survived the war. Failed POM test. Ordered to salvage yard 6/1/45 in England. POM- Prepare for overseas movement.*

**MODEL B24-J SERIAL NO. 42-50725 C/L M**  
**SQD 68th**

CREW CHIEF Clifford Calbert PILOT Walter O. Franks  
**A/C NAME Unknown RECEIVED 7/16/44**  
**TARGET** Plorzheim, Germany  
**MACR DATE LOST** 1/21/45  
**REMARKS:** *Crew bailed out and returned to Base 1/29/45.*

**MODEL B24-D SERIAL NO. 41-23703 C/L**  
**SQD 66th**

CREW CHIEF PILOT Bill McCoy  
**A/C NAME Unknown RECEIVED 9/20/42**  
**REMARKS:** *An original ship of the 66th Sqd. Crashed near Watton on 2/20/43. Salvaged HBO*

**MODEL B24-D SERIAL NO. 42-40731 C/L R**  
**SQD 68th**

CREW CHIEF Freddie Scheidegger PILOT George Martin  
**A/C NAME HAG MAG THE MOTH BALL QUEEN \***  
**RECEIVED 6/15/43.**  
**REMARKS:** *Formerly EAGER EVE. Hit the wall at Marakech on take-off for England on 10/6/43. Plane was salvaged then transferred to M.T.O. Flown from the States by Ben Gildart.*

**MODEL B24-J SERIAL NO. 42-51704 C/L A**  
**SQD 68th**

CREW CHIEF Art Wilson PILOT Homer Crump  
**A/C NAME Unknown RECEIVED**  
**REMARKS:** *Was operational on 10/2/44 with the 506th. Last mission flown 4/25/45 (Kiggins) Redeployed to the Zone of the Interior on 5/22/45.*

**MODEL B24-J SERIAL NO. 42-50733 C/L**  
**SQD 506th**

CREW CHIEF PILOT  
**A/C NAME Unknown RECEIVED**  
**REMARKS:** *Salvaged at Shipdham on 8/23/44.*

**MODEL B24-J SERIAL NO. 42-50711 C/L X**  
**SQD 68th**

CREW CHIEF PILOT  
**A/C NAME Unknown RECEIVED**  
**REMARKS:** *Crashed on 2/4/45.*

**MODEL B24-J SERIAL NO. 42-50741 C/L P Bar**  
**SQD 67th**

CREW CHIEF George Baccash PILOT Bledsoe  
**A/C NAME Unknown RECEIVED**  
**REMARKS:** *Flew last mission 4/25/45. (Bledsoe) Redeployed to the Zone of the Interior 5/30/45. (Beitling shows salvaged 6/6/44.*

**MODEL B24-H SERIAL NO. 41-28712 C/L L +**  
**SQD 66th**

CREW CHIEF PILOT  
**A/C NAME Unknown RECEIVED**  
**REMARKS:** *Last mission flown 3/24/45 (Roberts)*

**MODEL B24-D SERIAL NO. 42-40745 C/L**  
**SQD 68th**

CREW CHIEF Ralph Barron PILOT Robert Peterson  
**A/C NAME No Name RECEIVED 6/14/43**  
**TARGET** Lecce, Italy  
**MACR 22 DATE LOST** 7/2/43  
**REMARKS:** *New crew, 1st mission. Cramer, CO flying as Co-Pilot. Went down before bombs away. Four chutes observed. Total crew KIA. Salvaged HBD*

**MODEL B24-7 SERIAL NO. 717 C/L Z**  
**SQD 68th**

CREW CHIEF PILOT Sam Bowman  
**A/C NAME Unknown RECEIVED**  
**REMARKS:** *Was operational between 2/25/44 & 3/17/44.*

## THE GROUP AIRCRAFT

**MODEL B24-M SERIAL NO. 44-50748 C/L Bar J  
SQD 506th**

CREW CHIEF PILOT Thome  
A/C NAME THE BIG HEADED KID RECEIVED  
REMARKS: *Flew last mission 4/25/45 (Thome). Redeployed to the Zone of the Interior on 5/27/45.*

**MODEL B24-M SERIAL NO. 44-50751 C/L T Bar  
SQD 67th**

CREW CHIEF PILOT Olson  
A/C NAME Unknown RECEIVED  
REMARKS: *Flew last mission 4/25/45 (Louik). Redeployed to the Zone of the Interior on 5/22/45.*

**MODEL B24-M SERIAL NO. 44-50755 C/L Y  
SQD 68th**

CREW CHIEF Charlie Pigg PILOT Frank Kiggins  
A/C NAME Unknown RECEIVED  
REMARKS: *Flew last mission 4/20/45 (Anderson). Redeployed to the Zone of the Interior on 5/22/45.*

**MODEL B24-D SERIAL NO. 42-63761 C/L D Bar  
SQD 67th**

CREW CHIEF Frank Chowanski PILOT Worden Weaver  
A/C NAME LIL' ABNER RECEIVED  
TARGET Ploesti, Romania  
MACR 2413 DATE LOST 8/1/43  
REMARKS: *Crashed in Romania. Engineer was killed. Balance of Crew POW. All returned later.*

**MODEL B24-J SERIAL NO. 42-50761 C/L F+  
SQD 66th**

CREW CHIEF PILOT Dusosoit  
A/C NAME KING PIN \* RECEIVED  
REMARKS: *Flew last mission 4/25/45 (Dusosoit). Redeployed to the Zone of the Interior on 5/27/45.*

**MODEL B24-J SERIAL NO. 42-50763 C/L S Bar  
SQD 67th**

CREW CHIEF C.H. Brown PILOT Swartz  
A/C NAME Unknown RECEIVED  
REMARKS: *Flew last mission 4/20/45 (Lee). Redeployed to the Zone of the Interior on 5/22/45.*

**MODEL B24-D SERIAL NO. 42-63763 C/L F  
SQD 67th**

CREW CHIEF PILOT Curtiss Griffin  
A/C NAME FIFINILLA \* RECEIVED  
TARGET Naples, Italy  
MACR 149 DATE LOST 7/17/43  
REMARKS: *Crippled by flak. Shot down by fighters. Bombardier later escaped from POW camp.*

**MODEL B24-D SERIAL NO. 42-40764 C/L M Bar  
SQD 66th**

CREW CHIEF PILOT Irby  
A/C NAME HELEN B HAPPY \* RECEIVED  
REMARKS: *Damaged 10/1/43. Repaired 10/11/43, then crashed on take-off from Palermo. Transferred to the M.T.O. (Belting shows MIA 10/10/43.)*

**MODEL B24-H SERIAL NO. 41-28764 C/L X  
SQD 68th**

CREW CHIEF PILOT John Gibson  
A/C NAME Unknown RECEIVED  
REMARKS: *Crashed 5/9/44, Repaired & trans to the 67th.*

**MODEL B24-J SERIAL NO. 42-50766 C/L D +  
SQD 66th**

CREW CHIEF PILOT Herbert Bayless  
A/C NAME Unknown RECEIVED  
TARGET Bingen, Germany  
MACR 10848 DATE LOST 12/2/44  
REMARKS: *Pilot, Engineer & all Gunners were killed. Balance of Crew POW. Crew belonged to the 506th.*

**MODEL B24-H SERIAL NO. 41-28767 C/L L +  
SQD 66th**

CREW CHIEF PILOT Handwright  
A/C NAME Unknown RECEIVED  
TARGET Madgeburg, Germany  
MACR DATE LOST 6/29/44  
REMARKS: *PFF Ship. Ex 389th B.G. Crash Landed at Covehithe Salvaged.*

**MODEL B24-H SERIAL NO. 42-7767 C/L C Bar  
SQD 67th**

CREW CHIEF Willie Swank PILOT George Thom  
A/C NAME Unknown RECEIVED  
TARGET Brunswick, Germany  
MACR 3849 DATE LOST 4/9/44  
REMARKS: *Hit by enemy A/C-exploded. No chutes observed. Entire Crew POW.*



## THE GROUP AIRCRAFT

**MODEL B24-M SERIAL NO. 44-50769 C/L V**  
**SQD 68th**

CREW CHIEF Julius D. Ford                      PILOT R.C. Pitts  
**A/C NAME Unknown**                              RECEIVED  
**REMARKS:** *Flew last mission 4/25/45 (Pitts). Redeployed to the Zone if the Interior 5/22/45.*

**MODEL B24-? SERIAL NO. 42-63769 C/L**  
**SQD**

CREW CHIEF    PILOT  
**A/C NAME SURE SHOT \***                              RECEIVED  
**REMARKS:** *None*

**MODEL B24-D SERIAL NO. 41-23769 C/L B**  
**SQD 66th**

CREW CHIEF    PILOT Tom Sprinkle  
**A/C NAME PRINCESS CHARLOTTE \*RECEIVED 9/20/42**  
**REMARKS:** *An original ship. Transferred to the M.T.O. on 10/15/43.*

**MODEL B24-? SERIAL NO. 770 C/L**  
**SQD 66th**

CREW CHIEF    PILOT  
**A/C NAME Unknown**                              RECEIVED  
**REMARKS:** *Operational about August 1944*

**MODEL B24-D SERIAL NO. 41-23771 C/L**  
**SQD 66th**

CREW CHIEF    PILOT Ray Hilliard  
**A/C NAME Unknown**                              RECEIVED  
 TARGET St Nazaire, France  
 MACR      DATE LOST 1/13/43  
**REMARKS:** *Crash landed in England. Co-Pilot Canfield was killed.*

**MODEL B24-D SERIAL NO. 41-23774 C/L S**  
**SQD 67th**

CREW CHIEF    PILOT Robert Blaine  
**A/C NAME HITLERS NIGHTMARE**                      RECEIVED 9/20/42  
 TARGET Rouen, France  
 MACR 15333 DATE LOST 3/8/43  
**REMARKS:** *Shot down by fighters. Entire crew KIA. (Transferred to the 68th Sqd prior 2/27/43 Last recorded mission in the 68th was 3/18/43. Total of 7 missions Condemned 1/31/44).*

*TO 93 act file.*

**MODEL B24-D SERIAL NO. 41-23776 C/L R**  
**SQD 68th**

CREW CHIEF R.D. Williams                      PILOT Maxwell Sullivan  
**A/C NAME SPIRIT OF '76 \***                              RECEIVED 9/20/42  
 TARGET Wilhelmshaven, Germany  
 MACR 15459 DATE LOST 1/27/43  
**REMARKS:** *An original ship of the 68th Sqd. Three chutes were observed, 2 opened. The ship exploded immediately and came apart in mid-air. Glass became POW, the balance of the Crew were killed.*

**MODEL B24-H SERIAL NO. 41-28776 C/L E +**  
**SQD 66th**

CREW CHIEF    PILOT Louis Swelg ?  
**A/C NAME Unknown**                              RECEIVED  
 TARGET Munich, Germany  
 MACR      DATE LOST 7/11/44  
**REMARKS:** *A PPF ship. Flying Lead for the 448th Bomb Group. Lost over Belgium*

**MODEL B24-D SERIAL NO. 41-23777 C/L N Bar**  
**SQD 66th**

CREW CHIEF    PILOT Howard Adams  
**A/C NAME Unknown**                              RECEIVED 9/20/42  
 TARGET Wilhelmshaven, Germany  
 MACR 16067 DATE LOST 2/26/43  
**REMARKS:** *An original ship of the 66th Sqd. Bombardier & Radio Op became POW. The balance of Crew were KIA.*

**MODEL B24-D SERIAL NO. 42-40777 C/L N Bar**  
**SQD 66th**

CREW CHIEF    PILOT Charles Hughes  
**A/C NAME FLOSSIE FLIRT**                              RECEIVED  
 TARGET Ploesti, Romania  
 MACR R-936 DATE LOST 8/1/43  
**REMARKS:** *Badly shot up leaving the target. Landed in Turkey where the Crew was interned.*

**MODEL B24-D SERIAL NO. 41-23778 C/L F**  
**SQD 66th**

CREW CHIEF    PILOT Rocco Curelli  
**A/C NAME LADY LUCK**                              RECEIVED 9/20/42  
 TARGET Foggia, Italy  
 MACR 3150 DATE LOST 8/16/43  
**REMARKS:** *An original ship of the 66th Sqd. All KIA except Radio Op who was POW. Returned later.*

## THE GROUP AIRCRAFT

**MODEL B24-D SERIAL NO. 42-40778 C/L T  
SQD 506th**

CREW CHIEF Frank Wentworth      PILOT Horace Austin  
**A/C NAME SOUTHERN COMFORT** \* RECEIVED 3/14/43  
 TARGET Foggia, Italy  
 MACR N/A    DATE LOST 8/16/43  
**REMARKS:** Lost to fighters 15 minutes after leaving target. Nav & Bombardier KIA

**MODEL B24-D SERIAL NO. 41-23779 C/L G Bar  
SQD 67th**

CREW CHIEF H. Grisham      PILOT Henry Goodwin  
**A/C NAME 4-Q-2**      RECEIVED 9/20/42  
 TARGET Escalles Sur Buchy, France  
 MACR 2362    DATE LOST 1/14/44  
**REMARKS:** An original ship of the 66th Sqd. Shot down by fighters. Two chutes observed, one out of the nose on fire. W. Gunners became POW, balance of the crew KIA.

**MODEL B24-D SERIAL NO. 42-40780 C/L H  
SQD 67th**

CREW CHIEF      PILOT Fred Jones  
**A/C NAME AVAILABLE JONES** \*      RECEIVED  
 TARGET Ploesti, Romania  
 MACR 2411    DATE LOST 8/1/43  
**REMARKS:** Crash landed off the Coast of Greece, south of Corfu on the return. Entire Crew became POW.

**MODEL B24-D SERIAL NO. 41-23783 C/L  
SQD 67th**

CREW CHIEF      PILOT Arthur Cullen  
**A/C NAME GALLOPING GHOST**      RECEIVED 9/20/42  
 (BETTY ANNE)  
 TARGET Dunkirk, France  
 MACR N/A    DATE LOST 2/15/43  
**REMARKS:** An original ship of the 67th Sqd. Received a direct hit of flak, blew the nose off the ship. Co-Pilot, Maj. McDonald was KIA.

**MODEL B24-D SERIAL NO. 41-11784 C/L Q  
SQD 67th**

CREW CHIEF Michael Curtian      PILOT  
**A/C NAME UNKNOWN**      RECEIVED  
**REMARKS:** None

**MODEL B24-D SERIAL NO. 41-23784 C/L  
SQD 67th**

CREW CHIEF George Baccash      PILOT Clyde Price  
**A/C NAME MISS DIANNE**      RECEIVED 9/20/42  
 TARGET Rouen, France  
 MACR      DATE LOST 3/8/43  
**REMARKS:** An original ship of the 67th Sqd. Shot down by fighters.

**MODEL B24-D SERIAL NO. 41-23786 C/L B  
SQD 68th**

CREW CHIEF C.E. Lee?      PILOT James DuBard  
**A/C NAME No Name**      RECEIVED 9/20/42  
 TARGET Abbeyville, France  
 MACR 2920    DATE LOST 12/6/42  
**REMARKS:** An original ship of the 68th Sqd. First combat loss for the Group. Shot down in the channel by fighters. Entire Crew was awarded Silver Star.

**MODEL B24-D SERIAL NO. 41-23787 C/L  
SQD 67th**

CREW CHIEF      PILOT  
**A/C NAME Unknown**      RECEIVED  
**REMARKS:** Transferred to the M.T.O. on 8/28/43.

**MODEL B24-D SERIAL NO. 41-23788 C/L S  
SQD 68th**

CREW CHIEF Harold Hill      PILOT Park Jones  
**A/C NAME AVENGER** \*      RECEIVED 9/20/42  
 TARGET Bremen, Germany  
 MACR      DATE LOST 12/16/43  
**REMARKS:** Transferred from the 66th Sqd. Badly shot up and crashed on the return near Hull, England. Burned.

**MODEL B24-J SERIAL NO. 42-50789 C/L  
SQD 506th**

CREW CHIEF      PILOT William Saffen  
**A/C NAME Unknown**      RECEIVED  
 TARGET Kassel, Germany  
 MACR 9343    DATE LOST 10/7/44  
**REMARKS:** None

**MODEL B24-D SERIAL NO. 41-23794 C/L  
SQD 67th**

CREW CHIEF      PILOT Rufus Oliphant  
**A/C NAME Unknown**      RECEIVED 9/20/42  
 TARGET Dunkirk, France  
 MACR      DATE LOST 2/15/43  
**REMARKS:** An original ship of the 67th Sqd. Damaged by flak and fighters. Crashed in the channel. No chutes observed. All killed

## THE GROUP AIRCRAFT

**MODEL B24-H SERIAL NO. 41-28794 C/LI+  
SQD 66th**

CREW CHIEF PILOT Peterson  
A/C NAME Unknown RECEIVED 5/8/44  
REMARKS: *Damaged at St Jean D'Angely, France on 12/31/44. Landed in Belgium. No casualties. First PPF flown. (794 Q 66th on 5/30/44) Last mission flown 4/25/45 (Peterson). Returned to the Z of I 5/30/45.*

**MODEL B24-J SERIAL NO. 41-28795 C/L  
SQD 66th**

CREW CHIEF PILOT Forrest Musgrave  
A/C NAME Unknown RECEIVED  
REMARKS: *A PPF Ship. Crashed at Acle, England on 5/8/44. Trans from 466th Group.*

**MODEL B24-J SERIAL NO. 42-50795 C/L N Bar  
SQD 67th**

CREW CHIEF L.O. Rinn PILOT Hildebrand  
A/C NAME Unknown RECEIVED  
REMARKS: *Last mission flown 4/20/45 (O'Brien) Redeployed to the Zone of the Interior on 5/31/45.*

**MODEL B24-D SERIAL NO. 41-23800 C/L Y  
SQD 68th**

CREW CHIEF Barton Cramer PILOT Thomas Cramer  
A/C NAME CAPTAIN AND HIS KIDS \* RECEIVED 9/20/42  
TARGET Dunkirk, France  
MACR DATE LOST 2/15/43  
REMARKS: *An original ship of the 68th Sqd. Crash landed on English coast at Sandwich Flats, Kent. Three bailed out to lighten the load and were killed. All others survived. Salvaged HBD*

**MODEL B24-J SERIAL NO 42-109800 C/L T  
SQD 68th**

CREW CHIEF PILOT Eugene Dyer  
A/C NAME Unknown RECEIVED 2/15/44  
TARGET Friedrichshafen, Germany  
MACR 3410 DATE LOST 3/18/44  
REMARKS: *Crew joined the Sqd 1/29/44. Interned in Switzerland. Most of crew returned to Base. Landed at Dubendorf A/F, Switzerland.*

**MODEL B24-D SERIAL NO. 42-40801 C/L  
SQD**

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: *(Beitling shows MIA 8/29/43) (T.North shows lost 8/16/43)*

**MODEL B24-D SERIAL NO. 41-23804 C/L  
SQD 66th**

CREW CHIEF PILOT Robert Mc Phillamey  
A/C NAME SAD SACK \* RECEIVED 9/20/42  
TARGET Wilhelmshaven, Germany  
MACR DATE LOST 2/26/43  
REMARKS: *An original ship of the 66th Sqd. Navigator was KIA. Balance of Crew POW.*

**MODEL B24-J SERIAL NO. 42-109805 C/L J  
SQD 68th**

CREW CHIEF Howard Foley PILOT Sterling Dobbs  
A/C NAME GIPSY QUEEN \* RECEIVED 6/26/44  
REMARKS: *Redeployed to the Zone of the Interior on 5/30/45. RFC 10/15/45.*

**MODEL B24-J SERIAL NO. 42-50805 C/L T  
SQD 68th**

CREW CHIEF Lawrence Villamez PILOT John Hobbs  
A/C NAME Unknown RECEIVED 7/4/44  
TARGET Bingen, Germany  
MACR 10834 DATE LOST 12/2/44  
REMARKS: *The Navigator & Engineer were eventually returned. Balance of Crew were KIA.*

**MODEL B24-J SERIAL NO. 42-50806 C/L E  
SQD 68th**

CREW CHIEF Francis Wood PILOT Russell Erikson  
A/C NAME LOUISANNA BELLE RECEIVED 10/26/44  
REMARKS: *Last mission flown 4/25/45 (Erikson) Redeployed to the Zone of the Interior on 5/26/45.*

**MODEL B24-D SERIAL NO. 41-23806 C/L Z  
SQD 68th**

CREW CHIEF Louis Berry PILOT Roy Erwin  
A/C NAME BAT OUT A HELL RECEIVED 9/20/42  
TARGET St Nazaire, France  
MACR DATE LOST 1/3/43  
REMARKS: *An original ship of the 68th Sqd. On the return, crashed at Denant, England out of fuel. A/C was completely destroyed. Pilot, Co-Pilot and Navigator killed.*

**MODEL B24-D SERIAL NO. 41-23807 C/L U  
SQD 67th**

CREW CHIEF K. Gong PILOT Chester Phillips  
A/C NAME LITTLE BEAVER RECEIVED 9/20/42  
TARGET Klei, Germany  
MACR 2758 DATE LOST 5/14/43  
REMARKS: *An original ship of the 67th Sqd.*

## THE GROUP AIRCRAFT

**MODEL B24-D SERIAL NO. 41-23808 C/L P  
SQD 67th**

CREW CHIEF PILOT J.B. Long  
A/C NAME TEXAN RECEIVED 9/20/42  
TARGET St Nazaire, France  
MACR 4697 DATE LOST 1/3/43  
REMARKS: *An original ship of the 67th Sqd. Crash landed at Dyfed, Wales on the return. Salvaged HBD.*

**MODEL B24-D SERIAL NO. 41-23817 C/L L  
SQD 67th**

CREW CHIEF Marion Bagley PILOT Walter Bateman  
A/C NAME SUZY-Q \* RECEIVED 9/20/42  
TARGET Foggia, Italy  
MACR 2445 DATE LOST 8/16/43  
REMARKS: *An original ship of the 67th Sqd. Entire Crew KIA.*

**MODEL B24-D SERIAL NO. 41-23811 C/L K Bar  
SQD 66th**

CREW CHIEF PILOT Richard Bridges  
A/C NAME FACINATIN' WITCH \* RECEIVED 9/20/42  
TARGET Wiener-Neustadt, Austria  
MACR N/A DATE LOST 10/1/43  
REMARKS: *An original ship of the 66th Sqd. One W.Gunner KIA. Balance of the Crew were reported as POW.*

**MODEL B24-D SERIAL NO. 41-23818 C/L R  
SQD 67th**

CREW CHIEF PILOT John Long  
A/C NAME TEXAN II RECEIVED 9/20/42  
TARGET St Nazaire, France  
MACR 4697 DATE LOST 2/16/43  
REMARKS: *An original ship of the 67th Sqd. A mid-air collision with #354, Billings. 4 Chutes were observed. Tail Gunner became POW. All others KIA.*

**MODEL B24-D SERIAL NO. 42-72813 C/L  
SQD 66th**

CREW CHIEF PILOT Martin Spelts  
A/C NAME QUEEN MARLENE \* RECEIVED  
TARGET Escalles Sur Buchy, France  
MACR DATE LOST 1/21/44  
REMARKS: *The Tail Gunner became an evadee and eventually returned on May 29th, 1944.*

**MODEL B24-D SERIAL NO. 41-23819 C/L A  
SQD 68th**

CREW CHIEF Clifford Calbert PILOT Malcolm Howell  
A/C NAME RUGGED BUGGY \* RECEIVED 9/20/42  
TARGET Kiel, Germany  
MACR DATE LOST 5/14/43  
REMARKS: *An original ship of the 68th Sqd. Three chutes were observed. Tail Gunner still firing when the ship blew apart. Castillo got credit for two FW 190's.*

**MODEL B24-D SERIAL NO. 41-23813 C/L V  
SQD 68th**

CREW CHIEF George Bryant PILOT Alfred Starring  
A/C NAME VICTORY SHIP \* RECEIVED 9/20/42  
TARGET Escalles Sur Buchy, France  
MACR 2358 DATE LOST 1/21/44  
REMARKS: *An original ship of the 68th Sqd. Seven chutes were observed. Ship had 49 missions to its credit.*

**MODEL B24-J SERIAL NO. 42-109820 C/L N Bar  
SQD 67th**

CREW CHIEF James T. Eaton PILOT William Green  
A/C NAME THE WASP NEST \* RECEIVED  
TARGET Bremen, Germany  
MACR 7804 DATE LOST 7/29/44  
REMARKS: *Collided with A/C 309 of the 506th Sqd. just after leaving the Coast. All aboard were killed except Favors in A/C 42-95309.*

**MODEL B24-D SERIAL NO. 41-23816 C/L X  
SQD 68th**

CREW CHIEF Alfred Bagdonas PILOT Coleman Whitaker  
A/C NAME BLACK JACK \* RECEIVED 9/20/42  
TARGET Wiener-Neustadt, Austria  
MACR 3312 DATE LOST 10/1/43  
REMARKS: *An original ship of the 68th Sqd. Shot down by flak over the target.*

**MODEL B24-J SERIAL NO. 44-48821 C/L A Bar  
SQD 67th**

CREW CHIEF Willie Burress PILOT Brown  
A/C NAME Unknown RECEIVED  
REMARKS: *Redeployed to the Zone of the Interior on 5/31/45.*

**MODEL B24-? SERIAL NO. 816 C/L  
SQD 67th**

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: *Was operational 5/8/44.*

**MODEL B24-J SERIAL NO. 42-109822 C/L O  
SQD 68th**

CREW CHIEF PILOT Raymond Townsend  
A/C NAME Unknown RECEIVED 2/26/44  
TARGET Brunswick, Germany  
MACR 3857 DATE LOST 4/8/44  
REMARKS: *Ship blew up. One chute observed. Five Crew members were reported as POW and returned to Base at a later date.*

## THE GROUP AIRCRAFT

**MODEL B24-J SERIAL NO. 42-51823 C/L C +**  
**SQD 66th**

CREW CHIEF PILOT Hendricks  
**A/C NAME Unknown** RECEIVED  
**REMARKS:** Last mission flown 4/20/45 (Hendricks) Redeployed to the Zone of the Interior on 5/22/45.

**MODEL B24-J SERIAL NO. 42-109827 C/L Bar Q**  
**SQD 506th**

CREW CHIEF PILOT Dallas Sprinkle  
**A/C NAME Unknown** RECEIVED  
 TARGET Brunswick, Germany  
 MACR 3858 DATE LOST 4/8/44

**MODEL B24-H SERIAL NO. 41-28829 C/L H Bar**  
**SQD 506th**

CREW CHIEF James Boyer PILOT Gerald Wescott  
**A/C NAME MY EVER LOVIN' GAL \*** RECEIVED  
 TARGET Madgeburg, Germany  
 MACR 7093 DATE LOST 6/29/44  
**REMARKS:** Collided with A/C 42-51181. Both ships went down. Eleven chutes were observed from the two ships. Three members were reported as POW.

**MODEL B24-D SERIAL NO. 41-23832 C/L**  
**SQD 67th**

CREW CHIEF Michael Curtin PILOT Gideon Warner  
**A/C NAME MAGGIE** RECEIVED 9/20/42  
 TARGET Wilhelmshaven, Germany  
 MACR DATE LOST 3/22/43  
**REMARKS:** An original ship of the 67th Sqd. Damaged by flak. Went down in the vicinity of Alle Mellum Island. Ten chutes observed. Two became POW.

**MODEL B24-D SERIAL NO. 41-11832 C/L**  
**SQD**

CREW CHIEF PILOT  
**A/C NAME Unknown** RECEIVED  
**REMARKS:** Needs research.

**MODEL B24-D SERIAL NO. 42-72833 C/L Y**  
**SQD**

CREW CHIEF PILOT  
**A/C NAME TORNEY** RECEIVED  
**REMARKS:** Transferred to the 389th Bomb Group.

**MODEL B24-J SERIAL NO. 42-109836 C/L**  
**SQD 66th**

CREW CHIEF PILOT Richard Harleman  
**A/C NAME Unknown** RECEIVED  
 TARGET Monte-de-Marsan, France  
 MACR 3590 DATE LOST 3/27/44  
**REMARKS:** Headed for Spain under control. All Gunners were POW. Balance of Crew was KIA. (Beitling shows 68th Sqd.)

**MODEL B24-H SERIAL NO. 42-94846 C/L L Bar**  
**SQD 67th**

CREW CHIEF Louis Mastronardi PILOT Roger Markle  
**A/C NAME MY AKIN ASS \*** RECEIVED  
**REMARKS:** Last mission flown 4/25/45 (Fitzgibbon). Redeployed to the Zone of the Interior on 5/22/45. 127 missions.

**MODEL B24-D SERIAL NO. 42-72853 C/L**  
**SQD 67th**

CREW CHIEF PILOT Charlie Henderson  
**A/C NAME Unknown** RECEIVED 9/1/43  
 TARGET Wiener-Neustadt, Austria  
 MACR 6452 DATE LOST 10/1/43.  
**REMARKS:** Flew overseas by Dallas Brown of the 67th.

**MODEL B24-D SERIAL NO. 42-72857 C/L X Bar**  
**SQD 506th**

CREW CHIEF PILOT Stanley Olson  
**A/C NAME Unknown** RECEIVED 3/15/43  
 TARGET Wiener-Neustadt, Austria  
 MACR DATE LOST 10/1/43  
**REMARKS:** Pilot was reported MIA, balance of Crew POW. The Navigator, Ron Allen was returned. (Beitling shows lost 12/1/43)

**MODEL B24-J SERIAL NO. 44-48858 C/L**  
**SQD 506th**

CREW CHIEF PILOT  
**A/C NAME Unknown** RECEIVED  
**REMARKS:** Redeployed to the Zone of the Interior 5/22/45.

**MODEL B24-D SERIAL NO. 42-72858 C/L U**  
**SQD 68th**

CREW CHIEF Barton Cramer PILOT Hiram Palmer  
**A/C NAME PISTOL PACKIN MAMA \*** RECEIVED 10/9/43  
 TARGET Tutow, Germany  
 MACR 3851 DATE LOST 4/9/44  
**REMARKS:** Made it to Sweden where Crew was interned. Returned to Base in May 1945.

## THE GROUP AIRCRAFT

**MODEL B24-D SERIAL NO. 42-72860 C/L N  
SQD 67th**

CREW CHIEF PILOT Richard O'Neill  
A/C NAME Unknown RECEIVED 9/1/43  
REMARKS: O'Neill flew the ship overseas 8/29/43. Transferred to the M.T.O. on 10/9/43. Salvaged on 11/30/43.

**MODEL B24-H SERIAL NO. 42-94883 C/L Bar Y  
SQD 506th**

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: Transferred from the 34th Bomb Group. Last mission flown 3/24/45 (Wallace).

**MODEL B24-D SERIAL NO. 42-72865 C/L F Bar  
SQD 67th**

CREW CHIEF Marion Bagely PILOT Earl Evans  
A/C NAME Unknown RECEIVED  
TARGET Gotha, Germany  
MACR 2420 DATE LOST 2/22/44  
REMARKS: Crew were reported as POW.

**MODEL B24-H SERIAL NO. 42-94892 C/L U  
SQD 68th**

CREW CHIEF Barton Cramer PILOT Richard Keller  
A/C NAME BATTLIN BABY RECEIVED 5/31/44  
TARGET Politz-Misburg  
MACR 6149 DATE LOST 6/20/44  
REMARKS: Landed at Bulltofta, Sweden where crew were inter-  
end. Ship and Crew returned to England on 6/19/45.

**MODEL B24-D SERIAL NO. 42-72870 C/L  
SQD**

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: Transferred to the 492nd Bomb Group.

**MODEL B24-J SERIAL NO. 42-50894 C/L X Bar  
SQD 506th**

CREW CHIEF PILOT John Jones  
A/C NAME Unknown RECEIVED 8/3/44  
REMARKS: On 10/7/44, Target Kassel, Germany, this A/C re-  
ceived a direct in the bomb bay. With No 1 engine feathered, Pilot  
wounded in both legs, the A/C landed in friendly territory in  
Brussels. Flew overseas by Don Woods, 0-705873 on 7/7/44.

**MODEL B24-D SERIAL NO. 42-72873 C/L Bar E  
SQD 67th**

CREW CHIEF Otis Nelson PILOT James R. Perry  
A/C NAME Unknown RECEIVED  
REMARKS: Transferred to the 492nd Bomb Group.

**MODEL B24-H SERIAL NO. 895 C/L Bar R  
SQD 67th**

CREW CHIEF PILOT  
A/C NAME Unknown RECEIVED  
REMARKS: Was operational on 6/12/44. and again on 11/25/44.

**MODEL B24-D SERIAL NO. 41-23873 C/L  
SQD 67th**

CREW CHIEF PILOT Arthur Cullen  
A/C NAME Unknown RECEIVED  
REMARKS: Verify this serial no., it may be 23783

**MODEL B24-J SERIAL NO. 42-50896 C/L R  
SQD 506th**

CREW CHIEF Ralph Jorgensen PILOT Max Chandler  
A/C NAME SOUTHERN COMFORT III \* RECEIVED  
TARGET Wesel, Germany  
MACR 13600 DATE LOST 3/25/45  
REMARKS: This was a low level supply mission. Shot down by flak.  
Entire Crew were KIA except Tail Gunner & Waist Gunner who  
became POW

**MODEL B24-D SERIAL NO. 42-72877 C/L  
SQD 66th**

CREW CHIEF PILOT Thomas Hobson  
A/C NAME Unknown RECEIVED  
TARGET Wiener-Neustadt, Austria  
MACR 9022 DATE LOST 10/1/43

**MODEL B24-D SERIAL NO. 42-72878 C/L A Bar  
SQD 67th**

CREW CHIEF PILOT Richard Butler  
A/C NAME MISS EMMY LOU II RECEIVED  
REMARKS: Crashed at Richards Farm near Shipdham on  
12/31/43. Salvaged 12/23/43 (Beitling shows condemned on  
2/4/44)

**MODEL B24-J SERIAL NO. 42-109896 C/L H Bar  
SQD 67th**

CREW CHIEF M.C. Arthur PILOT Leonard Louik  
A/C NAME Unknown RECEIVED  
REMARKS: Redeployed to the Zone of the Interior on 5/31/45

## THE GROUP AIRCRAFT

**MODEL B24-J SERIAL NO. 42-51907 C/L B +**  
**SQD 66th**

CREW CHIEF PILOT Robert Podojil  
 A/C NAME Unknown RECEIVED  
 TARGET Neuburg, Germany  
 MACR DATE LOST 3/19/45  
 REMARKS: A PPF ship. (Beitling shows WQ)

**MODEL B24-D SERIAL NO. 42-63962 C/L W Bar**  
**SQD 506th**

CREW CHIEF PILOT Ralph Golubock  
 A/C NAME PRINCESS \* RECEIVED  
 TARGET Stettin, Germany  
 MACR 5219 DATE LOST 5/29/44  
 REMARKS: Made it to Sweden after Jones bailed out and became a POW. Crew returned to England on 11/12/44. Plane eventually came back to England. Previously PRINCE then PRINC-ASS.

**MODEL B24-D SERIAL NO. 41-23918 C/L O**  
**SQD 67th**

CREW CHIEF PILOT George Bronstein  
 A/C NAME BELA RECEIVED  
 TARGET Wiener-Neustadt, Austria  
 MACR 2806 DATE LOST 10/1/43  
 REMARKS: Bombardier & Radio Op. became POW, the balance of Crew KIA.

**MODEL B24-J SERIAL NO. 42-51965 C/L B**  
**SQD 68th**

CREW CHIEF George Crump PILOT Samuel McKinney  
 A/C NAME Unknown RECEIVED  
 REMARKS: Redeployed to the Zone of the Interior on 5/26/45.

**MODEL B24-D SERIAL NO. 41-23936 C/L J**  
**SQD 506th**

CREW CHIEF PILOT Oakley  
 A/C NAME QUEEN ANNE/MARGUERITE RECEIVED  
 REMARKS: Transferred to the M.T.O. on 10/16/43

**MODEL B24-D SERIAL NO. 42-63965 C/L S**  
**SQD**

CREW CHIEF PILOT  
 A/C NAME Unknown RECEIVED  
 REMARKS: Crashed on take-off for Bergerac on 3/5/44. Salvaged same day. Col. Dent was aboard as Command Pilot.

**MODEL B24-H SERIAL NO. 41-28944 C/L D Bar**  
**SQD 67th**

CREW CHIEF PILOT Michael Bakalo  
 A/C NAME FLYING GINNY RECEIVED  
 TARGET Leverkusen, Germany  
 MACR None DATE LOST 10/18/44  
 REMARKS: Hit prop wash, flipped over on its back and crashed. Two W. Gunners parachuted to safety near Deinze, Belgium.

**MODEL B24-J SERIAL NO. 42-99966 C/L W**  
**SQD 68th**

CREW CHIEF Louis Berry PILOT Ted Weaver  
 A/C NAME FULL HOUSE \* RECEIVED 1/21/44  
 TARGET Bemburg, Germany  
 MACR 7353 DATE LOST 7/7/44  
 REMARKS: Crash landed in Holland.

**MODEL B24-? SERIAL NO. 42-94952 C/L A**  
**SQD 506th**

CREW CHIEF PILOT  
 A/C NAME SHACK RAT \* RECEIVED  
 TARGET  
 MACR DATE LOST  
 REMARKS: Salvaged on the Continent 11/14/44.

**MODEL B24-J SERIAL NO. 42-99967 C/L Bar H**  
**SQD 67th / 68 / 506**

CREW CHIEF PILOT Berger  
 A/C NAME MYRTLE THE FERTILE TURTLE \* RECEIVED  
 REMARKS: Last mission flown 3/24/45 (Berger). Redeployed to the Zone of the Interior on 5/31/44. (Beitling shows GJ) YES, WAS 506 SQ in 9/15/45.

**MODEL B24-H SERIAL NO. 42-94962 C/L X Bar**  
**SQD 67th**

CREW CHIEF PILOT Frank Tomer  
 A/C NAME Unknown RECEIVED  
 TARGET Belfort, France  
 MACR 5158 DATE LOST 5/25/44  
 REMARKS: Transferred from the 467th Bomb Group.

**MODEL B24-J SERIAL NO. 42-99970 C/L M Bar**  
**SQD 67th**

CREW CHIEF James Gleason PILOT Keith Cookus  
 A/C NAME LIBERTY BELLE RECEIVED  
 TARGET Escalles Sur Buchy, France  
 MACR DATE LOST 1/21/44  
 REMARKS: Crash landed at Manston, England on return. Ager and Weiner bailed out. Radio Op was blown out and became a POW. Command Pilot & Bombardier were wounded and died in the crash.

## THE GROUP AIRCRAFT

**MODEL B24-D SERIAL NO. 42-63971 C/L W  
SQD 68th**

CREW CHIEF Francis Wood      PILOT Willie Weant  
A/C NAME HELEN HYWATER \*      RECEIVED 10/5/43  
TARGET Oslo-Kjeller, Norway  
MACR 1377 DATE LOST 11/18/43  
REMARKS: *Landed in Sweden and interned. Was unsuccessful in attempt to burn the A/C after landing.*

**MODEL B24-D SERIAL NO. 41-23988 C/L  
SQD 67th**

CREW CHIEF      PILOT Robert Blaine  
A/C NAME Unknown      RECEIVED  
TARGET Rouen, France  
MACR 15333 DATE LOST 3/8/43  
REMARKS: *An original ship of the 67th Sqd. Down by fighters. 6 Chutes seen.*

**MODEL B24-D SERIAL NO. 42-40973 C/L Z  
SQD 66th**

CREW CHIEF      PILOT Harlan Airmie  
A/C NAME BATTLE AXE      RECEIVED  
TARGET Bremen, Germany  
MACR 1375 DATE LOST 11/13/43  
REMARKS: *The Saylor Crew from the 389th flew this plane with the 98th B.G. to Ploesti on 8/1/43. Was seen in a diamond formation with a group about 20 minutes from the English Coast. Engines were smoking heavily and in a glide under control. Ditched. No eye witness accounts.*

**MODEL B24-D SERIAL NO. 42-40989 C/L  
SQD 506th**

CREW CHIEF      PILOT Frederick Johnston  
A/C NAME Unknown      RECEIVED  
TARGET Heliogoland  
MACR 940 DATE LOST 10/4/43  
REMARKS: *Collided with a German A/C (ME109) and exploded.*

**MODEL B24-J SERIAL NO. 42-99980 C/L H  
SQD 66th**

CREW CHIEF      PILOT  
A/C NAME E Z DUZIT \*      RECEIVED  
REMARKS: *Crashed on 3/11/44 ? Salvaged NBD 3/21/44.*

**MODEL B24-D SERIAL NO. 42-40995 C/L C  
SQD 68th**

CREW CHIEF Alfred Bagdonas      PILOT Rowland Houston  
A/C NAME No Name      RECEIVED 8/1/43  
TARGET Ploesti, Romania  
MACR 3147 DATE LOST 8/1/43  
REMARKS: *Shot down while leaving the target area. Crew had completed their tour and volunteered for this mission.*

**MODEL B24-? SERIAL NO. 982 C/L U  
SQD 68th**

CREW CHIEF      PILOT  
A/C NAME Unknown      RECEIVED  
REMARKS: *Flown by a Crew from the 506th on 1/27/44.*

**MODEL B24-J SERIAL NO. 42-99996 C/L W +  
SQD 66th**

CREW CHIEF      PILOT William Richardson  
A/C NAME Unknown      RECEIVED  
TARGET Brunswick, Germany  
MACR 3763 DATE LOST 4/8/44  
REMARKS: *The entire Crew were killed.*

**MODEL B24-J SERIAL NO. 42-99986 C/L D Bar  
SQD 67th**

CREW CHIEF Ray Mc Namara      PILOT  
A/C NAME D-BARFLY \*      RECEIVED  
REMARKS: *Crashed 4/13/44 Salvaged by HBD 4/14/44.*

**MODEL B24-J SERIAL NO. 42-99997 C/L P  
SQD 67th**

CREW CHIEF      PILOT  
A/C NAME Unknown      RECEIVED  
REMARKS: *Redeployed to the Zone of the Interior on 5/31/45.*

**MODEL B24-J SERIAL NO. 42-99987 C/L S  
SQD 68th**

CREW CHIEF Howard Foley      PILOT Warren Barry  
A/C NAME PIZZ AND MOAN \*      RECEIVED 1/15/44  
TARGET Brunswick, Germany  
MACR 3853 DATE LOST 4/8/44  
REMARKS: *This was the first mission for this Crew. Engineer was killed. Eure a W.Gunner was returned to the States 2/26/45. Balance of Crew was POW.*

**MODEL B24-H SERIAL NO. 42-94999 C/L  
SQD 506th**

CREW CHIEF      PILOT James Walsh  
A/C NAME Unknown      RECEIVED 5/8/44  
TARGET Orleans/Brky A/F  
MACR 4849 DATE LOST 5/11/44  
REMARKS: *None*



## THE GROUP AIRCRAFT

### 44TH BOMB GROUP ORIGINAL PLANES

Squadron	Serial No.	Pilot	Name
68th	41-23690	Theodore Scarlett	<i>No Name</i>
68th	41-23699	Reginald Phillips	<i>Lemon Drop</i>
66th	41-23703	Bill McCoy	<i>No Name</i>
66th	41-23769	Thomas Sprinkle	<i>Princess Charalotte</i>
66th	41-23771	Dexter Hodge	<i>No Name</i>
67th	41-23774	Robert Blaine	<i>Hüler's Nightmare</i>
68th	41-23776	Robert Norsen	<i>Spirit of '76</i>
66th	41-23777	Howard Adams	<i>No Name</i>
66th	41-23778	James Kahl	<i>Lady Luck</i>
66th	41-23779	Robert Abernathy	<i>4-Q-2</i>
67th	41-23783	Arthur Cullen	<i>Gallop'n Ghost</i>
67th	41-23784	Duward Wikkiams	<i>Miss Dianne</i>
68th	41-23786	James Dubard	<i>No Name</i>
66th	41-23788	William Brandon	<i>Avenger</i>
67th	41-23794	Rufus Oliphant Jr.	<i>No Name</i>
68th	41-23800	Thomas Cramer	<i>Captain &amp; His Kids</i>
66th	41-23804	Robert McPhillamey	<i>Sad Sack</i>
68th	41-23806	Roy Erwin Jr.	<i>Bat Out of Hell</i>
67th	41-23807	Chester Phillips	<i>Little Beaver</i>
67th	41-23808	J.B.Long	<i>Texan</i>
66th	41-23811	Robert Miller	<i>Facinatin' Witch</i>
68th	41-23813	Walter Holmes Jr.	<i>Victory Ship</i>
68th	41-23816	John Diehl Jr.	<i>Black Jack</i>
67th	41-23817	Howard Moore	<i>Suzy Q</i>
67th	41-23818	William Hall	<i>Texan II ?</i>
68th	41-23819	James O'Brien	<i>Rugged Buggy</i>
67th	41-23832	Gideon Warne	<i>Maggie</i>
506th	41-24191	Virgil Fouts	<i>No Name</i>
506th	41-24201	William Strong	<i>Baldy &amp; His Brood</i>
506th	41-24234	George Babich	<i>Mr 5 X 5</i>
506th	41-24235	Walter Bunker	<i>Earthquake McGoon</i>
506th	41-24282	Frank Slough	<i>Ruth-less</i>
506th	41-24295	James McAtee	<i>Wicked Witch</i>
506th	42-24283	Nathaniel Graham	<i>Old Crow</i>
506th	42-40068	William Anderson	<i>Lyn Bari</i>

THE GROUP AIRCRAFT

44TH BOMB GROUP SHIPS RZI

Squadron	Serial No.	Pilot	Name
66th	41-28712		Unknown
66th	42-50480		Big Time Operator
506th	42-50535		
67th	42-50539	Reynolds ?	Sultry Sue
68th	42-52643	Roy Boggs	(Claude Lee)
66th	42-50644		
66th	42-50672		
66th	42-50761		King Pin
67th	42-50763	Swartz ?	
67th	42-50795	Hildebrand ?	
68th	42-50806	Russell Erikson	Louisanna Belle
68th	42-51108	John Vaughn	(Doyle Waites)
68th	42-51224	Ned Anderson	(Louis Berry)
506	42-51351		CLEAN SWEEP
66th	42-51508		
67th	42-51509		
66th	42-51594	Nutt ?	
68th	42-51704	Homer Crump	(Abe Wilson)
66th	42-51823		
68th	42-51965	Sam McKinney	(George Crump)
67th	42-52616		Glory Bee
506th	42-7535	Parks ?	Peepsight
67th	42-94846	Markle ?	Mi Akin Ass
68th	42-95001	Trent Ackerman	T.S.Tessie
506th	42-95016		Down De Hatch
68th	42-95021	Thurston Van Dyke	San Antonio Rose
67th	42-95087		
66th	42-95095	Jack Ketchum	Crashed in Scotland
67th	42-95193	Fitzgibbon ?	Three Kisses for Luck
67th	42-95318	Richardson ?	Old Iron Corset
67th	42-95531	Berger ?	
67th	42-99967		Myrtle the Fertile Turtle?
67th	42-99997		
506th	42-110030	Hornberger ?	
506th	42-100429		
68th	42-109805	Sterling Dobbs	Gipsy Queen
67th	42-109896	Louik ?	
66th	42-110161		Jail Bait
67th	44-10503		
68th	41-10504	Gerald Lindsay	(Mort Rifkin)
506th	44-10524		
66th	44-10548		Jersey Jerk
68th	44-40276	Harry Garbade	Scotty Mack
68th	44-42189	Robert Lehnhausen	(Harold Hill)
67th	44-42282	Lavitt?	Eightball
67th	44-42324		
67th	44-48821	Brown ?	
506th	44-48858		
506th	44-49322		

## THE GROUP AIRCRAFT

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Squadron	Serial No.	Pilot	Name
67th	44-49323	Zanoni ?	
66th	44-49356	Hendricks ?	
68th	44-49387	Theodore Williams	(Larry Villemez)
68th	44-49425	Clayton Roberts	(R.T. Todd)
67th	44-49556	Kyle ?	
506th	44-50500		
68th	44-50512	Jack Comstock	(Russ Hryvniak)
68th	44-50536	William Warner	(Al Bagdonas)
67th	44-50578	Olson ?	Myrtle The Fertile Turtle?
68th	44-50588	Curtis Schnell	(Cliff Calbert)
66th	44-50597		
<i>66</i>	44-50681		
66th	44-50682		
67th	44-50690	Thoms ?	
<i>506</i>	44-50691		
506th	44-50748		The Big Headed Kid
67th	44-50751	Olson ?	
68th	44-50755	Frank Kiggins	(Chas. Pigg)
68th	44-50769	Pitts	(J.D. Ford)

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**THE GROUP AIRCRAFT**

**44TH A/C LOSSES DUE TO  
Enemy Action/Crashes/Abandoned  
Sequence By Date**

<b>DATE</b>	<b>LOCATION</b>	<b>PILOT</b>	<b>SQD</b>	<b>SERIAL</b>	<b>C/L</b>
12/06/42	Abbeyville	DuBard	68	23786	B
01/03/43	St Nazaire	Hilliard	66	23771	P Z
	Crashed	Long	67	23808	
	Crashed	Erwin	68	23806	
01/27/43	Wilhelmshaven	Cargile	68	23690	
		Sullivan	68	23776	
02/15/43	Dunkirk	Cullen	67	23783	Y
	Oliphant		67	23794	
	Crash Landing	Cramer	68	23800	
02/16/43	St Nazaire Mid-Air Collision	Billings	66	40354	R
		Long	67	23818	
02/20/43	Crashed,Norfolk, Eng.	McCoy	66	23703	
02/26/43	Wilhelmshaven/ Dtchd	Adams	66	23777	
		McPhillamey	66	23804	
03/08/43	Rouen	Blaine	67	23988	E
		Price	67	23784	
03/22/43	Wilhelmshaven	Warne	67	23832	
		Fouts	506	24191	
03/29/43	Mod Center/Crash	Anderson	506	40068	
05/14/43	Kiel/Crashed Sea	Reed	66	24014	P
		Brown	67	24278	Q
		Phillips	67	23807	U
		Roach	67	40126	T
		Howell	68	23819	A
		Swanson	506	24295	J
05/17/43	Bordeaux	Hilliard	66	40130	H
07/02/43	Lecce Crshed/Sea	Garrett	68	40094	Bar E
		Peterson	68	40745	
07/17/43	Naples	Griffin	67	63763	F

## THE GROUP AIRCRAFT

DATE	LOCATION	PILOT	SQD	SERIAL	C/L	
08/01/43	Ploesti	Gentry	66	40182	A	
		Hughes	66	40777	N Bar	
		Lasco	66	24153	L	
		Scriver	66	40375	G Bar	
		Winger	66	24015	R	
		Carpenter	67	24024	34	
		Crashed	Jones	67	40780	H
		INT/Turkey	Mitchell	67	40267	N
		Bailed	Reinhart	67	40371	Q
		Crashed	Weaver	67	63761	D Bar
	Houston	68	40995	C		
08/13/43	DS Land Scicily	Lehnhausen	68	24211	U	
08/16/43	Foggia	Curelli	66	23778	F	
		Bateman	67	23817	L	
	Crash Land	Hager	67	41021	T	
		Smith	67	24229	P Bar	
	Bailed	Shannon	68	40373	Z Bar	
	Bailed	Austin	506	40778	T	
	Whitlock	506	40606	X Bar		
08/31/43	Left at Gibraltar	Anderson	506	40172	Bar N	
10/01/43	Wiener-Neustadt	Bridges	66	23811	K Bar	
		Hobson	66	72877		
		Bronstein	67	23918	O	
		Ditched	Carpenter	67	41017	I Bar
		Henderson	67	72853		
		Whitaker	68	23816	X	
		Olson	506	72857	X Bar	
10/04/43	Heliogoland	Johnston	506	40989		
10/06/43	Maraketch/C.L.	Martin	68	40371	R	
10/19/43	Left at Tunis	Kessler	68	40009	C	
11/13/43	Bremen/C.L.		66	29168	F	
		Almlie	66	40973	Z	
		Hansen	67	7650	J Bar	
11/18/43	Oslo-Kjeller Crashed at Base	Dobson	67	7603	L Bar	
		Griffith	67	29161	H Bar	
		Houle	67	29164	I	
		Johnson	67	7545	D Bar	
		Mitchell	68	7231	E	
		Weant	68	63971	W	
11/26/43	Bremen	Trolese	66	24234	N	
12/01/43	Solingen/Bailed	Taylor	67	7544	C Bar	
12/11/43	Emden	O'Neill	67	24232	M Bar	

### THE GROUP AIRCRAFT

DATE	LOCATION	PILOT	SQD	SERIAL	C/L
12/16/43	Bremen	Jones	68	23788	D
12/20/43	Bremen	Maynor	506	7630	Bar P
12/22/43	Munster/Dtcd ZZ	Miller Oakley	66 66	7638 7533	E
12/30/43	Ludwigshaven	Hessket	66	7548	N
01/13/44	England/Crshd	Hovey	68	7551	Y
01/14/44	Escalles Sur Buchy	Goodwin	67	23779	G Bar
01/21/44	Escalles Sur Buchy C/L England	Spelts Cookus Howington Mathisen Sobotka Starring	66 67 68 68 68 68	72813 99970 27635 27514 27501 23813	M Bar Q O P V
01/26/44	Crashed/Burned		68	7672	A +
01/29/44	Frankfurt	Maynard Pinder	66 67	29157 7547	X Bar
02/02/44	Crshd/Willington	Bolin	506	24282	Bar Y
02/05/44	Tours A/F	Bohnisch	68	100181	Z
02/06/44	Crash near Base	Needs verific.	67	100637	
02/09/44	Crash near Base		68	29236	
02/20/44	Oschersleben Crash Land	Decker Talbot Rawson	66 66 506	64166 100285 100373	A J Y
02/22/44	Gotha	Evans Fish	67 67	72865 100402	F Bar M Bar
02/24/44	Gotha	Etheridge Bell	66 68	29148 24225	B T
03/05/44	Veered off runway	Col. Dent	68	63965	S
03/07/44	Collided/ P-47	Folsom	66	7582	
03/09/44	Berlin/C.L.	Jewell	66	99980	
03/12/44	Siracourt/Crashed	Bowman	68	7507	X
03/15/44	Brunswick/Cr Holland	Talbot	66	52332	
03/16/44	Friedrickshaven	Scarborough	67	7549	K Bar

## THE GROUP AIRCRAFT

DATE	LOCATION	PILOT	SQD	SERIAL	C/L	
03/18/44	Friedrickshaven	Telford	66	7618	C +	
	Swzl	LaCombe	67	100073	H Bar	
	Swzl	Dyer	68	109800	T	
	Swzl	Nichols	68	100112	Q	
		Albert	506	52305	P	
		Houghtby	506	29172	T	
	Swzl	Irwin	506	29431	Q Bar	
	Swzl	Lucas	506	100400	Bar Y	
03/23/44	Osnabruck/Crs/TO		68	29538	X	
03/27/44	Monte-De-Marsan	Harleman	66	109836		
	INT	Hess	67	29554	J Bar	
	Cr/Tangmere A/F		506	100107		
04/08/44	Brunswick	Richardson	66	99996	W +	
		Mayes	67	110083	X Bar	
		Thom	67	7767	C Bar	
		Crash Landed	Wahler	67	52293	G Bar
			Altemus	68	100020	Z
			Barry	68	99987	S
			Townsend	68	109822	O
		Herzing	506	110023		
		Johnson	506	73506	BarX	
		Marz	506	29153	BarL	
		Sprinkle	506	109827	BarQ	
	Collision	Winn	506	100423		
	04/09/44	Tutow A/F	Palmer	68	72858	U
04/11/44	Bernburg	Money	506	7522	BarS	
04/13/44	Lechfeld	Griffith	67	100330	L Bar	
04/21/44	Crashed	Hovens	68	29418		
04/27/44	Moyenneville	Clarey	67	29467	X Bar	
04/29/44	Berlin	Schuyler	67	100279	I Bar	
		Sweigart	68	29471	X	
		Hruby	506	29513	Z	
05/01/44	Leige/Crsd/TO		66	7476		
05/08/44	Crashed	Musgrave	66	28795		
05/09/44	St Trond	Larson	68	100110	P	
05/11/44	Mulhouse, France	Walsh	506	94999		
05/12/44	Zeitz	Vance	67	110042	J Bar	
05/25/44	Belfort	Tomer	67	94962	X Bar	
05/28/44	Zeitz	Gurman	506	110045		

**THE GROUP AIRCRAFT**

<b>DATE</b>	<b>LOCATION</b>	<b>PILOT</b>	<b>SQD</b>	<b>SERIAL</b>	<b>C/L</b>
05/29/44	Politz Crshd/Sweden	Foy Golubock	68 506	73500 63962	F W Bar
06/05/44	Pas De Calais/Dtchd	Mazure	66	28690	B
06/20/44	Politz-Misburg	Keller	68	94892	U
06/21/44	Berlin	Howe (506)	67	100411	E Bar
06/27/44	Creil/Crash Landed	Mayes Scudday	506 506	110082 29496	O G +
06/29/44	Madgeburg/CL	Handwright Landhal Wescott	66 506 506	28767 51181 28829	L + K H Bar
07/04/44	Beaumont/CL	Schaefer	68	100412?	V
07/06/44	Kiel/CL	Zweig	66	100367	F Bar
07/07/44	Bernberg	Steinke Weaver Wilson	68 68 68	110035 99966 100170	Y W G
07/11/44	Munich	Sweig Bonnett	66 68	28776 29544	E + T
07/15/44	Crashed/Base	Mendenhall	506	100088	P
07/21/44	Oberpfaffenhofen	Anderson Tofte Allen Butler	68 68 506 506	100049 95226 110034 95142	A C Bar R Bar K
07/29/44	Bremen/Collision Collision	Green Eberhardt	67 506	109820 95309	N Bar BarV
08/06/44	Hamburg	McKenna	66	95561	I +
08/08/44	La Perthe/Crashed /Bailed	Jacobs Komasinski	506 506	50328 100415	O Bar BarY
08/12/44	Juvincourt/Crashed	McGuire	506	110034	P
08/13/44	My Seine Junction	Milliken	506	95150	Bar B
08/24/44	Langengagen	Dittmer	68	40098	B
08/30/44	Crashed/Base		506	50626	Bar H
09/05/44	Crashed/Base		66	95189	K +
09/30/44	Hamm	Ledford	66	10531	R +
10/07/44	Kassel	Salfen Still	506 506	50789 40167	



**THE GROUP AIRCRAFT**

<b>DATE</b>	<b>LOCATION</b>	<b>PILOT</b>	<b>SQD</b>	<b>SERIAL</b>	<b>C/L</b>	
10/09/44	Crashed/Base	Lobdell	506	110057	O	
10/18/44	Leverkusen Crashed	Bakalo	67	28944	D Bar	
			66	51234	L +	
		Dayball	68	50381	D	
		Lehnhausen, E	68	50596	O	
10/30/44	Hamburg	Bentcliff	506	10523		
11/06/44	Craash Landed		66	40071	O	
12/02/44	Bingen	Hobbs	68	50805	T	
		Bayless	506	50766	D +	
12/04/44	Kolschhausen	Rogers	66	95124	P +	
12/28/44	Kaiserslautern/Crash	Bledsoe	68	95260	P	
		Konstand	68	10582	D	
01/16/45	Harburg/Abandoned Bailed	Testa	66	110095	G	
		Rose	68	100295	V	
01/21/45	Pforzheim/Bailed	Franks	68	50725	M	
01/25/45	Pforzheim/Crshd	Van Dyke	68	40276	R	
01/25/45	Dortmund/CL Abandoned	Muldoon	66	10542	F +	
			66	52618		
01/28/45	Dortmund Crashed/Base	Corwine	68	51101	E	
			68	50349	X	
02/04/45	Crashed		68	5	0711	X
02/07/45	Fire/Exploded		68	5	0509	Y
02/25/45	Aschaffenburg	Derrick	66	5	1258	J +
03/19/45	Neuburg	Podojil	66		51907	B +
03/20/45	Crashed/TO		68		50660	A
03/22/45	Base/Crashed	Almonia	68		50427	V
03/24/45	Wessel	Crandell	66		100314	G +
		Chandler	506		50896	Bar R
04/05/45	Plauen	Brown	506		40158	Bar Q
05/11/45	Watton/Crashed	Edkins	506		50698	Bar C
06/13/45	Scotland/Crashed	Ketchum	66		95095	

**THE GROUP AIRCRAFT**

**44TH BOMB GROUP NOSE ART  
BY NAME**

**\*\*\* = Indicates Nose Art available**

SERIAL NO.	N/ART	A/C NAME	SERIAL NO.	N/ART	A/C NAME
41-23779		4-Q-2	41-24232	***	Calaban
42-7635	***	Aires <i>ARIES</i>	42-51181		Cape Cod Special
42-40126	***	Annie Oakley	41-23800	***	Captain and His Kids
42-110035	***	Any Gum Chum	41-24112	***	Captain and His Kids Rides Again
	***	Arrowhead	42-95226	***	Channel Hopper
42-40780	***	Available Jones	42-52618	***	Chief Wapello
41-23788		Avenger	42-7568	***	Consolidated Mess
42-40130	***	Avenger II	42-51101	***	Corky
42-24201	***	Baldy And His Brood	42-99986	***	D-Barfly
41-23806		Bat Outa Hell	42-95016	***	Down De Hatch
42-40973		Battle axe	42-99980	***	E-Z-Duzit
42-94892		Battlin' Baby			Eager Beaver
41-23918		Bela	42-40731	***	Eager Eve
41-23783		Betty Anne	41-24235		Earthquake McGoon
41-24024		Bewitching Witch	44-42282		Eightball
42-95619	***	Bi-U-Baby	41-23811	***	Facinatin' Witch
42-64166	***	Big Fat Butterfly		***	Fearless Fosdick
		Bing's Big Box		***	Feather Merchant
42-50480	***	Big Time Operator	42-110082	***	Feudin' Wagon
41-23816	***	Black Jack	42-63763	***	Fifinilla
42-41021		Black Sheep	41-24225	***	Flak Alley
41-11643		Blue Goose	41-29544	***	Flak Alley II
42-7548	***	Bull of The Woods	42-50596	***	Flak Magnet
41-24229	***	Buzzin Bear	42-40777		Flossie Flirt
41-24191		Cactus			

## THE GROUP AIRCRAFT

SERIAL NO.	N/ART	A/C NAME	SERIAL NO.	N/ART	A/C NAME
41-28944		Flying Ginny	42-52643	***	Jose Carioca
42-50328		Flying Log	42-52293	***	Judy's Buggy
42-40182	***	Forky II		***	K Bar
42-99966	***	Full House	42-76487		King High
42-40371	***	G.I. Gal	42-50751	***	King Pin
41-23783		Galloping Ghost	41-10504		Lady Geraldine
41-24283		Galvinatin' Gal			Lady Lightning
42-109805	***	Gipsy Queen	41-23778		Lady Luck
42-52616	***	Glory Bee	42-50789		Lakanookie
	***	Greenwich	41-23699	***	Lemon Drop
	***	Gus Gremlin	42-99970		Libert Belle
42-40731	***	Hag Mag The Moth Ball Queen	42-63761		Lil' Abner
			44-10552	***	Lil' Cookie
42-40370	***	Heaven Can Wait	42-95260	***	Lili Marlene
42-40764	***	Helen B Happy	42-95021	***	Limpin' Ole Sadie
42-63971	***	Helen Hywater	41-23807		Little Beaver
41-29236		Hell's Kitten	44-40098	***	Lone Ranger
Hello Kitten			42-50806		Louisana Belle
44-40279	***	Henry	42-110095	***	Lucky Strike
41-23774		Hitler's Nightmare	42-40068		Lynn Bari I
Holiday Mess			42-40172		Lynn Bari II
42-40267	***	Horse Fly	41-23832		Maggie
	***	Hot Stuff		***	Marcia Ann
42-52305		I'll Be Back	41-24009		Margaret Ann
42-95318	***	Iron Corset	41-23936		Margaurite
42-110161	***	Jail Bait			Mary Ann
		Jen			Mary Ann II
44-10548		Jersey Jerk	42-110049		Mary Harriet
	***	Joplin Jalopy			

**THE GROUP AIRCRAFT**

SERIAL NO.	N/ART	A/C NAME	SERIAL NO.	N/ART	A/C NAME
42-94846	***	Mi Akin Ass	42-100170	***	Patsy Ann II
41-23689		Minerva	42-7672		Peace Offering
41-24229		Miss Delores	42-7535	***	Peep Sight
41-23784		Miss Dianne	42-40370	***	Pete The Pom Inspector
		Miss Emma Lou	31		Phyllis ?
42-72878		Miss Emmy Lou II	42-72858	***	Pistol Packin' Mama
		Miss It	42-99987	***	Pizz And Moan
42-40094		Miss Virginia	42-7521	***	Poop Deck Pappy
41-28690		Missouri Belle	42-50328		Pregnant Peg
41-28690		Missouri Sue	42-63962	***	Princ
41-24234	***	Mr 5 X 5	42-63962		Princ-Ass
42-52332	***	My Assm Dragon	42-63962		Prince
41-28829	***	My Ever Lovin' Gal	41-23769	***	Prince Charlotta
42-50626	***	My Gal Sal	42-50427	***	Puritanical Bitch
42-100415		My Peach	42-50427	***	Puritanical Witch
42-99967	***	Myrtle The Fertile Turtle	41-24278	***	Q For Queenie
42-40373		Natchez Belle			Queen Harlem
42-7476	***	Nice And Naughty	42-72813	***	Queen Marlene
42-100110	***	Northern Lass	41-23936		Queene Anne
	***	Oh My Sufferin' Head	42-7635		Ram-It-Damn-It <sup>DAMMIT</sup>
		Old Barfly	41-24109		Ready And Willing
		Old Crow	42-110043		Rubber Check
41-24283	***	Ole Cock	41-23819	***	Rugged Buggy
	***	One Weakness	41-24282	***	Ruth-less
42-50551	***	Paper Doll	42-100073	***	Sack Artist
42-108112	***	Passion Pit			Sack Time
42-95150		Patsy Ann	41-23804	***	Sad Sack
			41-24153		Sad Sack II

## THE GROUP AIRCRAFT

SERIAL NO.	N/ART	A/C NAME	SERIAL NO.	N/ART	A/C NAME
42-95021	***	San Antonio Rose	44-10542	***	Tally Ho II
42-95124		Sand Bomb Special			Tarfu
	***	Satan's Hell Cats			Ten Gun Dottie
44-40276	***	Scotty Mack	41-23808		Texan
42-24014		Scrappy	41-23818		Texan II
42-40375	***	Scrappy II	42-110045	***	The Banana Barge
		Seeds of Satin	42-7536	***	The Banshee
	***	Shack Rabbit	44-50748		The Big Headed Kid
42-94952	***	Shack Rat			The Hornet's Nest
42-7549		Shark Face	41-29231	***	The Impatient Virgin
41-29208	***	Shoo Shoo Baby			The Jinx
		Short Leg			The Rebel
		Sky Queen			The Thumper (Rabbit & Varga Girl)
42-40354		Snafu	42-109820	***	The Wasp Nest
42-40778	***	Southern Comfort	42-95193		Three Kisses For Luck
42-7522	***	Southern Comfort II	42-40606		Timba-A-AH
42-50896	***	Southern Comfort III	44-40158		Tinker Belle
42-110034		Southern Comfort IV	42-72833		Torney
		Southern Lass			Touch of Venus
41-23776	***	Spirit of '76	42-109822		Townsend's Terrible Ten
42-100181		Star Valley	42-24013 ?	***	Trouble
	***	Stars Spangled Hell	42-100279	***	Tuffy
42-50539	***	Sultry Sue	42-7624		Turnup Termite
42-63769 ?	***	Sure Shot			Un-Happy
41-23817	***	Suzy-Q	41-29156	***	V Packet
44-40071		Sweat Box	42-100412		V For Victory
41-29511		Sweet Eloise			Valiant Lady
42-95001		T.S. Tessie		***	

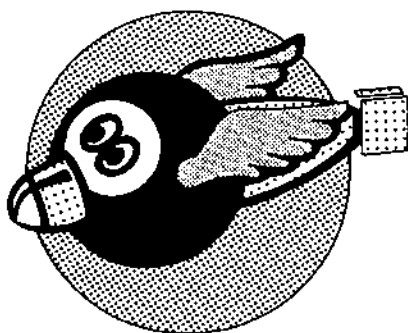
## THE GROUP AIRCRAFT

SERIAL NO.	N/ART	A/C NAME
41-23813	***	Victory Ship
42-50509		Wana
		Wendy-W
41-24295		Wicked Witch
41-24211		Wing And A Prayer
41-24015		Wing Dinger



P.O.W. Camp at Ludwigshafen

# GLOSSARY





Hamburg Dock Area



## Glossary

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<b>AAF</b>	Army Air Force	<b>COWBOY SHIP</b>	Specially painted Group A/C used to assist in forming
<b>ACRU</b>	Air Crew Rescue Unit	<b>CPL</b>	Corporal
<b>AF</b>	Air Force	<b>C.Q.</b>	Charge of Quarters
<b>AFB</b>	Air Force Base	<b>DAMAGE CATEGORY A</b>	Damage that could be repaired within thirty six hours by a combat unit
<b>AFCE</b>	Automatic Flight Control Equipment	<b>DAMAGE CATEGORY AC</b>	Damage requiring thirty six hours or more to repair
<b>AFRD</b>	Air Force Replacement Depot	<b>DAMAGE CATEGORY B</b>	Badly damage A/C which required major repair work by a specialized engineering unit
<b>AIR PARKS</b>	Airfields	<b>DAMAGE CATEGORY E</b>	Indicates A/C damaged beyond economical repair while engaged in performing an operational mission.
<b>A.M.</b>	Aircraft Mechanic	<b>DFC</b>	Distinguished Flying Cross
<b>ANVIL</b>	First code name for the landings in Southern France	<b>DIVERSION</b>	A formation of bombers heading for a imaginary target in an attempt to draw fighters from the main bomber stream.
<b>ARC</b>	American Red Cross	<b>DS</b>	Detached Service
<b>ASN</b>	Army Serial Number	<b>DTD</b>	dated
<b>ATC</b>	Air Transport Command	<b>DYNAMOTOR</b>	An electrical machine combining generator and motor for transforming current of one voltage to that of another voltage.
<b>AWC</b>	Army War College	<b>EAC</b>	Enemy Air Craft
<b>A/C</b>	Air Craft	<b>EIGHTBALLS</b>	Name of 44th Bomb Group
<b>BBC</b>	British Broadcasting Company	<b>ETA</b>	estimated time of arrival
<b>BG</b>	Bomb Group	<b>ETO</b>	European Theater of Operations
<b>BIG B</b>	Berlin	<b>ETOUSA</b>	European Theater of Operations U S A
<b>BLACK ALERT</b>	Aircraft directly overhead	<b>FEATHERED</b>	A propeller with the blades turned with the leading edge toward the direction of flight
<b>BT</b>	Ball Turret	<b>FG</b>	Fighter Group
<b>BUZZING</b>	Flying extremely low		
<b>B.G.</b>	Bomb Group		
<b>CBW</b>	Combat Bomb Wing		
<b>CCRC</b>	Combat Crew Replacement Center		
<b>CG</b>	Comanding General		
<b>CMH</b>	Congressional Medal of Honor		
<b>CO</b>	Commanding Officer		
<b>COL</b>	Colonel		

## Glossary

<b>F/O</b>	Flight Officer	<b>MIA</b>	Missing in Action
<b>FW</b>	Folke Wolfe	<b>MILK RUN</b>	Easy Mission No Flak No Fighters
<b>GAF</b>	Germany Air Force	<b>MMS</b>	Millimeters
<b>GEE</b>	British radio-navigational device	<b>MOS</b>	Military Occupational Serial
<b>GI</b>	Government Issue	<b>MP</b>	Military Police
<b>G.P.</b>	General Purpose	<b>MTO</b>	Mediterranean Theater of Operation
<b>HDQTR</b>	Headquarters	<b>M/SGT.</b>	Master Sergeant
<b>HMS</b>	His Majesties Service	<b>NT</b>	Nose Turret
<b>HUSKY</b>	Codename for invasion of Sicily	<b>OBOE</b>	British Blind Bombing Device controlled by Ground stations
<b>H2S</b>	British radar navigational and blind bombing device.	<b>OCS</b>	Officer candidate school
<b>H2X</b>	American improvement of H2S	<b>OBS.</b>	Observer
<b>IFF</b>	Identification, Friend, Foe	<b>OTU</b>	Operational Training Unit
<b>ILS</b>	Instrument Landing System	<b>OVERLORD</b>	Code name for invasion of France
<b>IP</b>	Initial Point	<b>PATHAWAY</b>	Code name for Shipdham
<b>JERRY</b>	German Air Force member	<b>PFC</b>	Private First Class
<b>KIA</b>	Killed In Action	<b>PFF</b>	Path Finder Force
<b>KM</b>	Kilometer	<b>PROP WASH</b>	The air behind a twirling propeller
<b>KOD</b>	Killed On Duty	<b>PRU</b>	Photo-reconnaissance Unit
<b>LIBERATOR</b>	Name for a B-24	<b>PVT</b>	Private
<b>LT</b>	Lieutenant	<b>QTRS</b>	quarters
<b>LT COL</b>	Lieutenant Colonel	<b>RAF</b>	Royal Air Force
<b>LUFTWAFFE</b>	The German Air Force	<b>RCD</b>	Replacement Control Depot
<b>LWG</b>	Left Waist Gunner	<b>RDF</b>	Radio Direction Finder
<b>MACR</b>	Missing Air Crew Report	<b>RED ALERT</b>	Air Raid Warning, A/C within fifty miles
<b>MAE WEST</b>	A jacket to assist in floating if you go down in water.	<b>REST HOME</b>	A specific home used for rest and relaxation for combat crew members after a specified number of missions.
<b>MARSHALLING YARDS</b>	A rail yard used to arrange or rearrange freight cars in order to make up trains destined for specific destinations		

## Glossary

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<b>RO</b>	Radio Operator	<b>TOUR OF OPERATIONS</b>	A preset number of missions normally twenty five, thirty or thirty five
<b>ROTC</b>	Reserve Officers Training Corp	<b>T/SGT.</b>	Technical Sergeant
<b>RWG</b>	Right Waist Gunner	<b>U-BOAT</b>	a Submarine
<b>SGT.</b>	Sergeant	<b>WAAF</b>	Womens Auxiliary Air Force
<b>S/SGT.</b>	Staff Sergeant	<b>WIA</b>	Wounded in Action
<b>SHAEF</b>	Supreme Headquarters Allied Expeditionary Force	<b>WING</b>	A Unit below the Division level and above the Group level
<b>SOP</b>	Standard operating procedure	<b>WINGOVER</b>	An aerial maneuver in which an airplane enters a steep climbing turn until almost stalled, rolls beyond a vertical bank, then noses down and dives until normal flight is resumed in a directionn approximately opposite to the original direction of flight
<b>SORTIE</b>	One mission by a single military A/C.	<b>UNDERCAST</b>	A covering of clouds between you and the ground.
<b>STAND-DOWN</b>	No Mission Scheduled	<b>USAAF</b>	United States Army Air Force
<b>S-2</b>	Intellegance Officer	<b>VHF</b>	Very High Frequency
<b>TAIL END CHARLIE</b>	The last position in any formation	<b>VLR</b>	Very long range
<b>TG</b>	Tail Gunner		
<b>T.O.</b>	Technical Order		
<b>TORCH</b>	Code name for Invasion North Africa		
<b>TT</b>	Top Turret Gunner		

