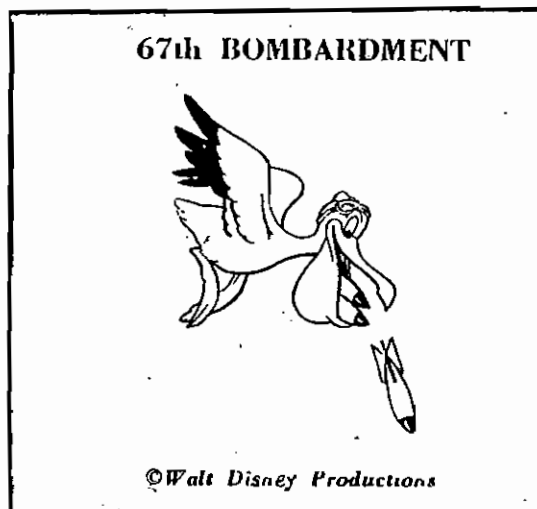




HISTORY OF
THE 67 BOMBARDMENT SQUADRON
44th BOMB GROUP
THE FLYING EIGHT-BALLS



Originally Published 1982
Re-written 1984
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COMPILED and
WRITTEN BY: WILL LUNDY

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CATEGORY CODING - BATTLE DAMAGE

- "A" - Repairable with 36 hours
- "B" - Badly Damaged, Major Repairs
- "AC" Repairable but over 36 hours by field maintenance crews.
- "E" or "SV" - Damaged beyond economical repair and to be salvaged.

ORIGIN OF THE 44TH BOMBARDMENT GROUP (HEAVY)

The Forty-Fourth Bombardment Group was among the first of what might be termed the "Expansion Groups". The 29th Bomb Group, from which the 44th was activated, was the very first of the new groups activated at Langley Field, Virginia, which was the beginning of a program to expand our Air Force as rapidly as possible and to prepare for aerial combat if and when the occasion arose. The 29th came to ^{AC}McDill as soon as it was activated and began to train and finish the task of rounding out its personnel. The 44th Group, therefore, is proud of its record as being the oldest of the "New Groups".

The Forty-Fourth Bombardment Group (Heavy) was organized under Special Order Number 11, dated 13 January under paragraph 14 and 15 Tampa, Florida.

The Forty-Fourth Bombardment Group (Heavy) GHQ Air Force was activated from the Twenty-Ninth Bombardment Group (H) on the 15th of January 1941, along with the Fifty-Third Pursuit Group, both new organizations were formed at McDill Field Florida, which was under the command of Brigadier General Clarence Tinker, both organizations were formed from personnel of the Twenty-Ninth Bombardment Group (H).

The 44th was activated with four officers and approximately one hundred and ten enlisted men. The Group consisted of four squadrons, The Headquarters Squadron, The Sixty-Sixth Bomb Squadron, the Sixty-Seventh Bomb Squadron and the Sixty-Eighth Squadron.

Lieutenant Colonel Melvin B. Asp joined the Headquarters & Headquarters Squadron from Head. & Head. Squadron, 29th Bomb. Group (H) GHQ AB and assumed command of the Group. Capt. Edward J. Timberlake joined the organization from the Sixth Bomb Squadron, 29th Bomb. Group (H) GHQ AF and assumed command of the 66th Bomb. Squadron. Major George R. Acheson assumed command of the 67th Bomb. Squadron; joining from the 43rd Bomb Squadron, 29th Bomb. Group (H). Capt. Samford assumed command of the 68th Bomb. Squad., joining from the 52nd Bomb. Squadron, 29th Bomb. Group (H).

C O M M A N D I N G O F F I C E R S

67TH

S Q U A D R O N

<u>FROM</u>	<u>TO</u>	
15 January '41	November '41	MAJOR GEORGE R. ACHESON
November '41	December '41	MAJOR LAWRENCE
December '41	24 Feb. '42	MAJOR GEORGE R. ACHESON
24 February '42	15 Feb. '43	MAJOR DONALD W. MAC DONALD
16 February '43	14 Aug. '43	MAJOR HOWARD C. MOORE
15 August '43	19 Mar. '44	MAJOR WILLIAM R. CAMERON
19 March '44	31 Mar. '44	MAJOR ROBERT E. KOLLINER
31 March '44	17 Aug. '44	MAJOR ROBERT E. FELBER
*17 August '44	15 Dec. '44	MAJOR WILLIAM R. CAMERON
15 December '44	May '45	MAJOR WAYNE H. MIDDLETON

* It should be noted that Colonel Cameron served twice as Commanding Officer of the 67th Squadron and had a very long and distinguished operational tour, both in England and North Africa. Col. Cameron flew his first mission on 6 December, 1942; completed his operational tour in July, 1943, but chose to remain on operational status, and flew his last mission on 10 April, 1945 - a period of 29 months. This appears to be a record for the 44th Bomb Group and could possibly be one for the 2nd Bomb Division as well.

- ACKNOWLEDGEMENTS -

This documentary of the 67th Squadron - as well as the 66th, 68th & 506th - has as its source the actual records of the 44th B.G. as provided on microfilm by the Albert F. Simpson Historical Research Center, USAF, Maxwell AFB, Alabama.

I have endeavored to copy much of this information as completely and as accurately as possible, but where the 67th Squadron's reporting was incomplete or unsatisfactory, I attempted to utilize the reports of the other three Squadrons and/or the 44th Headquarter's to better cover the events. In these instances it was necessary to use my own words to combine these sources, limiting my input to a minimum.

I have included several of my own personal recollections and experiences in an attempt to show a personal side of our lives that would not otherwise be available in these records.

I have included one incident that was reported in "Fields of Little America" written by Martin Bowman. Also, there are several articles taken from the "Stars & Stripes" from my scrap book or other newspaper accounts.

I'd like to take this opportunity to express my thanks to the many who have supplied me with copies of orders, personnel lists, personal diaries and experiences. These include: Col. William R. Cameron, Col. Goodman G. Griffin, Capt. David Klaus, 1st Lts. Carl W. Appelin, and George Carvour, Michael A. Curtin, Willie E. Burress, Odis E. Nelson, Frank Chowanski, W.S. Aldridge, L.C. Allen, M. Bagley, A.R. Barlow, B.W. Bail, W.S. Chaffin, D.V. Chase, T.C. Conzoner, M. Denny, Al Jones, H.C. Gasser, S. Kipnes, G. Lemley, A.B. Loyless, V.W. LeRoux, R. Parshall, J.L. Quail, W. Rendall, C. Stoddard, J.A. Struthers, Eleanor Bartmess Rior-dan and J.L. Susan, and Esther Gotke. Surely, there were others that I'm overlooking but I appreciate all of their cooperation.

My special thanks go to Tony North and Tom Brittan, F.O.T.E. from England and Webb Todd of the 68th Squadron for their work identifying aircraft names and numbers.

Photos have come from many individuals and I thank each and all of them. Special thanks go to W.R. Cameron, George Moore, J.D. Hammer, J.R. Drewiske, Tony North and G. Carvour.

Jan J. van der Veer of Friesland, The Netherlands has furnished me invaluable assistance for much of the information about our planes and crews that crashed in his country - many thanks!

Last, and certainly not least, this documentary could never have been completed had I not had the full cooperation and assistance of my wife, Irene. She made it possible for me to concentrate on this work while she cheerfully took over my often neglected duties - for such a very long time! Thanks, Hon!

Will Lundy

THE FORTY-FOURTH

We've pulled our share of missions,
And we've really had a "Go",
Among the first to fly "Old Glory"
Out across the E. T. O.

There's a cloud-ripped trail behind us
From the "Dame of Liberty",
Whom we kissed good-bye in parting
With a vow to keep her free.

We were glad to see Old London,
And hear Tommy's "Cheerio"!
He admits he'd almost had it
And was glad we'd have a go.

So with mighty engines roaring,
And a sandwich made of spam,
We went out to meet the "Jerry"
With those Libs of Uncle Sam.

Then we found we had an airship
That really stood the test;
And its Fifties blasted a verdict,
Sending lots of Jerries West.

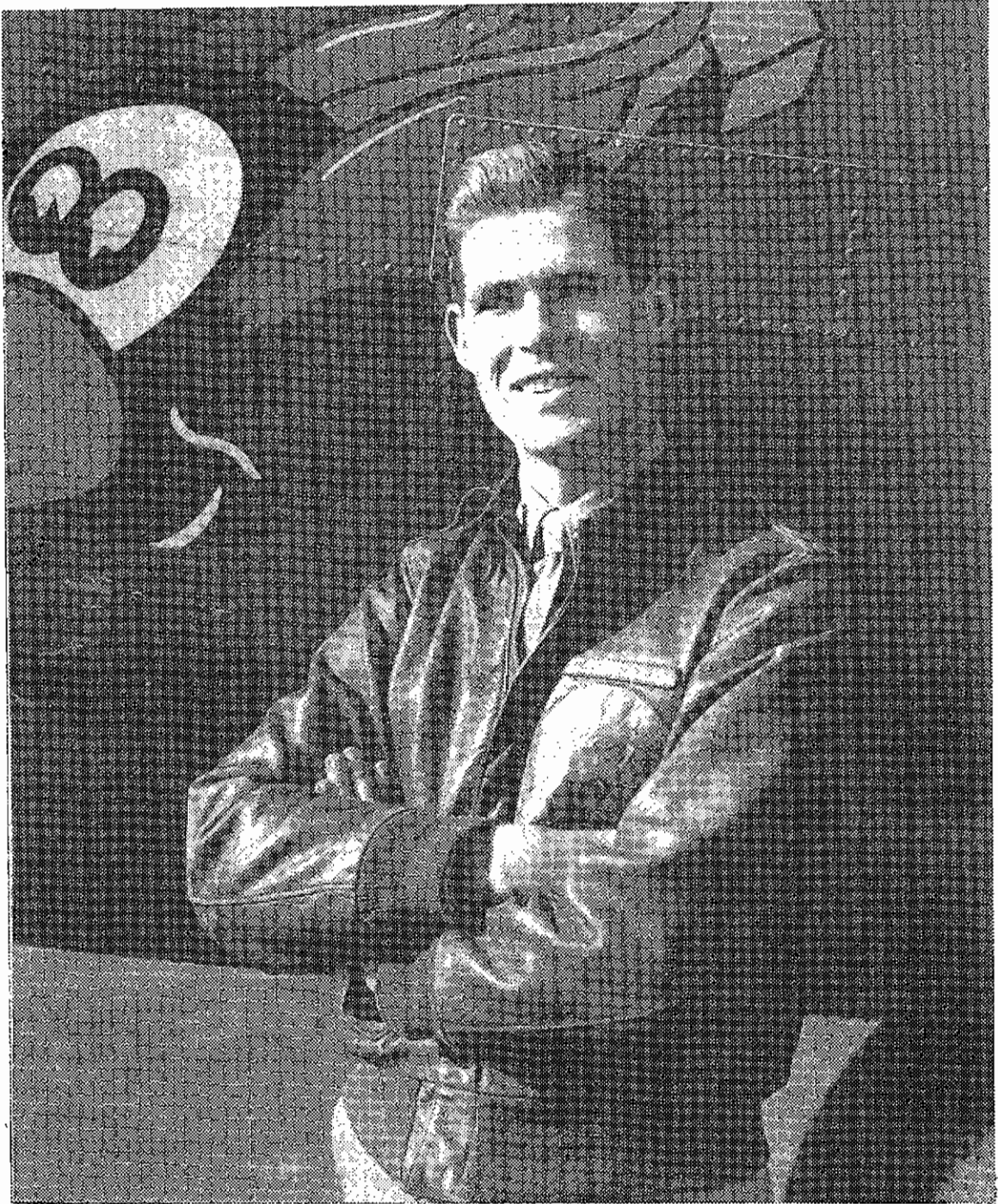
Our wings have thrown their shadow
Over France and Italy;
The Forty-Fourth has blasted targets
Over all of Germany.

They've heard our engines roaring
From Gibraltar to Oran;
And Rommel will long remember
Fighting Libs of Uncle Sam.

Yes, we've blazed a trail of glory
That will end in victory;
Then only one more mission
For the Forty-Fourth there'll be.

Then we'll all attend a briefing
Just to hear the C.O. say,
"Navigators, please attention!"
Plot your course for the U.S.A.

Sgt. Calvert Lewis
Forty-Fourth B.G.
England



MAJOR WILLIAM R. CAMERON, 67th's youthful and courageous Commanding Officer, from Aug 43 to Dec 44. (Then) 1st Lt. Cameron completed his tour prior to Ploesti but participated in it anyway. He passed up his well-earned return to the States to become C.O. He, and Major Moore, were the only two of the original 90 combat men to complete his tour of 25 missions. He flew many more after that as well!

(Photo dated Oct 43)

HISTORY OF THE 67th BOMBARDMENT SQUADRON (H)

44th BOMBARDMENT GROUP (H)

The 44th B.G., comprised of the 66th, 67th and 68th, plus Headquarters squadrons, was activated at McDill Field, Florida on 1/15/41. Initial cadres for the respective squadrons were transferred from the 2nd and the 29th Bomb Groups, Langley Field; command of the 67th falling to Major G.R. Acheson, affectionately known as the "Bull". This was an organization in name only; no equipment, no messing facilities, beds were supplied by the 43rd, food by the 52nd, barracks incomplete. But slowly and steadily under the leadership of Major Acheson, the squadron began to take shape.

The progress was slow and tedious. S/Sgt. R.R. Beller was appointed 1st Sgt. and delegated with the unenvied task of orienting into army life the hundreds of recruits who would soon descend upon McDill field. The field was still in the first stages of construction it left much to be desired. Mud and sand, incomplete buildings, bulldozers and tractors ploughing through the swamplands infected with rats and rattlers. But the 67th grew, from desolate "Boomtown" came 55 enlisted men, and by the end of January its complement numbered eighty-three. Training began in earnest. Seasoned army men like Willie Tune sent the recruits through their paces and the squadron began to take on the spirit of normality.

No additional assignments to the squadron were made throughout February, and the roster of personnel remained at 83. But proper sleeping quarters in the form of new barracks, plus a co-ownership in a new mess gave indications that the 67th was stirring to life. McDill Field, too, began to rise. Out of the muck and morass blossomed a huge hangar and a runway, and armed guards through the night and day strolled within the confines of the famous bullpen.

The records for March, 1941, show a total of 132 men in the 67th. From a skeleton nucleus of 27 men, the squadron now possessed the potential for a solid organization. Training continued monotonously regardless of the weather and when McDill Field was formally dedicated in early April, the performance of the 67th passing in review was satisfactory.

The training of specialists for the infant air force was now expanding, and army technical schools throughout the country rushed to absorb in embryo the ground staffs of today. The 67th now with 215 men on its roster dispatched to Chanute, Scott Field, Casey Jones and Lowry Field, a total of over 100. From June to mid-November, the flow of students continued. The squadron began to mature, Major Acheson assumed command of March Field, Calif., and was replaced at McDill by Major Lawrence. S/Sgt. Simmons succeeded R.R. Beller as 1st Sgt., and the ranks of the 67th swelled.

In December came war. The sensation and the impact created in the Squadron by this sudden event was tempered by hasty orders of moves and shuffles. Anxiety was at fever pitch; all Christmas furloughs were cancelled and a squadron now seemingly geared to operational efficiency at the leash. Major Acheson again assumed command of the 67th. But now it was a much graver and surer 67th than the bevy of stumbling recruits who the Spring before had come to drill under the

blazing Florida sun. Expert now in all phases of Air Force work, ready for the job and eager. But the old year ushered in the new with the 67th still entrenched in the sand of MacDill.

January saw the 67th begin a new year with 20 officers and an enlisted personnel of 225. On the 5th of January Lt. Franklin and Fountain, with a complete crew, took off from MacDill Field for a secret destination. Fully equipped with the provisions and combat materials, the departure caused speculation and a series of rumors - and the "KARACHI" on shipment crates - did not go unnoticed. All this fantastic guesswork which prevailed throughout the month was suddenly squelched on the 31st by Lt. Col. Acheson. At a squadron meeting held in Hanger #3 (there were by this time three gigantic hangers and a network of runways at MacDill Field) Lt. Col. Acheson disclosed in effect: that the Squadron would be split, not once but twice, in order to facilitate the formation of new bomber groups in a minimum of time; that there was not the remotest possibility of the Squadron going abroad; and that henceforth the Squadron would engage solely as an O.T.U. All this gave birth to a flurry of new rumors, wider and wilder in scope, until, in a matter of days, the 67th had in spirit traversed the width and breadth of the land. But the move was imminent now, and on February 15th, the Squadron entrained for Barksdale Field, Louisiana, arriving there on February 19th. The comforts and beauty of Barksdale gave an added lease of life to the Squadron, which plunged into its OTU program with vigor.

Pvt. Marion Bagley, later M/Sgt. Bagley, said that he arrived in Tampa about the 15th of May, 1941 to find two runways, lots of Swamps, Palmetto roots and very large mosquitos - even had to share his evening meals with prisoners in blue denim fatigues marked with a big white "P" on their backs. The meal consisted mainly of cold creamed peas. Later, S/Sgt. Metzler assigned him, Sneider and Spann, along with several others to duties out on the flight line. But where the heck is the flight line? After locating it he met M/Sgt. Barnhill, line chief, to learn that he'd be a part of a 20-man ground crew. Members of this crew consisted of T/Sgt. Luke Britton, Metzler and Cook. "We had 1 ea. B-18, PT-17 and a YB-17. Me, I had 2 rags; one to wash the airplane and one to dry it. I was assigned to #2 engine, along with Spann, and we changed an oil pump and a spinner cap one time. But mostly it was clean and wipe." Bagley stated that his first ride was in the tail cone of his plane so that he could see if the tail wheel vibrated. It did even when locked, but he didn't get to see "doodly"! So the next time he was invited to fly he was assigned to the catwalk in the bomb bay. "I found out 'Gear up' meant start cranking, and I cranked until I was almost pooped out. Then I hear 'Gear down' so I start cranking again. By then we were back on the ground - and I still hadn't seen 'doodly'. Some flying!" Captain Champion was his pilot.

Bagley later was fortunate to become involved in true repair work when three B-17s went into Tampa Bay. He was assigned to disassemble, clean and repair the engines - valuable experience for his later work under combat conditions.

Like so many of the new recruits, Bagley was sent to Lincoln, Nebraska to attend the Lincoln Aeronautical School, TDY to learn the skills necessary for ground maintenance of their planes. He returned shortly before the big move to Barksdale Field, Louisiana.

After the move to Barksdale, Sgt. Bagley says that he flew with Major Acheson many times, but he will never forget the first occasion. "I did fly with him many times while training new pilots. The first time he flew my airplane he came out and asked, 'Is this airplane ready to fly?'. 'Yes, Sir', I replied.

'I'll get in, then', and he ducked down and entered through the open bomb bay. Boy, was I shook up! Without warning to me, my C.O. was going to fly my plane.

Major Acheson climbed into the pilot's seat and said, 'Let's start the engines.' Being more than a bit shook up, I then climbed into the co-pilot's seat and started the procedures for pre-flight. I got the switches on, wound up the starter ready to go, hit the start and the propeller turned, but no start. He leaned towards me and said, 'It will work better if you turn the Master Switch on'. I was still shook up, but we got the engines going and completed the pre-flight satisfactorily.

'Do you see any 2nd Lts. coming?'

'No, Sir'

'Well. they better be!'

Shortly thereafter, the 2nd Lieutenants showed up. I thought that I was shook, but those 2nd Johns were really sweating.

After take off, I checked the gear and then reported, 'Gear up and locked'. And only a nod from the Major. We circled the field and then he said, 'We're going to land'. Land? What in the world has gone wrong now? I thought of everything, and all seemed to be OK.

'Gear down', he said and shoved the handle - and I went back to check visually. Yep, two yellow knobs were showing OK. Nose wheel also was down and locked. So I climbed up on the flight deck and repeated, 'Gear down and locked, Sir'.

'We'll see'.

Around we came and set her down on the two main gears, then the nose wheel - and as soon as it hit he shoved the throttles forward and off we went again.

All three Lts. flew her for a while, demonstrating their various skills until the Major was satisfied. Then in we came again - and with the same procedure, but this time no questions. When he left my plane he said, 'That's a good airplane, Sergeant'.

Some first experience with the C.O. but it must have been a good one. He flew my airplane many times after that and I enjoyed flying with him. We made a couple of cross-country trips back to McDill, and I can remember we had fried chicken on the way down; cheese and pineapple on the way back. He was a number one pilot in my book!"

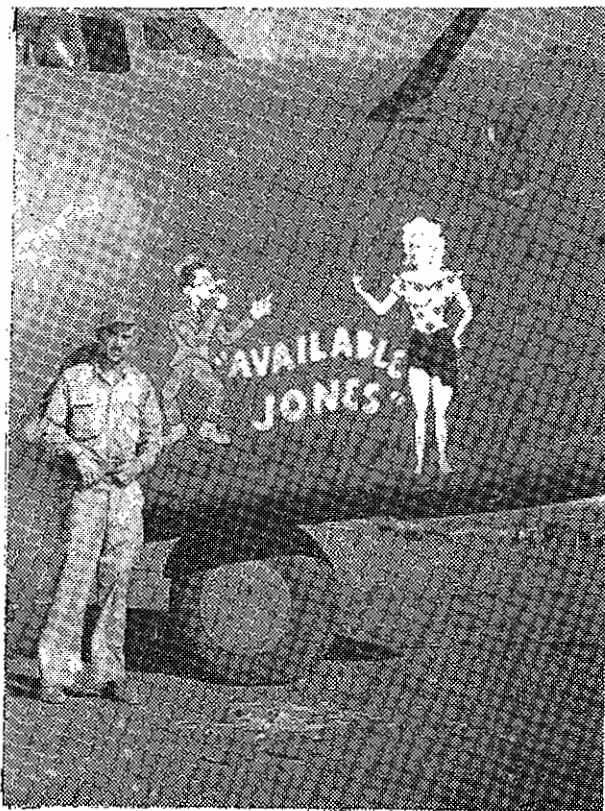
Shortly after the move to Barksdale rumors about a possible break-up broke out afresh. And it really did come on the 23rd of February when 85 enlisted men were transferred to the 344th Squadron of the newly activated 98th Bomb Group. The following day (now) Lt. Colonel Acheson was transferred to the 44th Headquarters. Taking command of the 67th now was Lt. Donald W. MacDonald.

Pvt. Sam Palmer says that he was one of the original 17 men who remained in the 67th after this re-organization. Sam remained with the Squadron through all the following splits, and served as one of the Supply Sergeants in Site 3, Shipdham.

Weeks passed by monotonously - April - May - and June. Pilots were turned out of OTU by the score, as were engineers, radio operators and other combat personnel. The record of the 67th was an envious one, but once again it began to show restlessness, anxious for duty overseas. But this time there was another new Group to form, and this became the 90th, once again leaving the 67th thoroughly crippled. This time, however, the task of rebuilding went smoothly, and in a comparatively short time the Squadron was once again normal.

Through the spring and into summer of 1942 submarines were wreaking havoc with American shipping on the Atlantic coast and particularly in the Gulf of Mexico, and as far north as the mouth of the Mississippi. As the Navy at that time lacked the resources to repel such attacks, patrol duties were delegated to the 44th and its growing fleet of Liberators. Night and day patrols scoured the waters. Many sharp engagements were waged and U-boats sunk and harried shipping until the Wolfpacks were driven back into the Atlantic.

The first sign of recognition to the Squadron was demonstrated when



B-24D #42-40780 H "AVAILABLE JONES"
1st Lt. Fred Jones was forced to
ditch in Mediterranean near Corfu
returning from Ploesti 1 Aug 43.
Story on page 119.

on the 29th of May, Captain McDonald and three specially picked crews left Barksdale Field on a confidential mission which was to last nearly five months, and to take them to the remotest corners of Greenland, Iceland, Canada and Labrador. This was a mission of strategic importance which later events bore out, a tribute to the efforts and achievements of the entire Squadron. See following page for details.

From Barksdale, the 44th BG moved on to Will Rogers Field near Oklahoma City where through its experience and aggressiveness, it gained a reputation still unequalled. Its OTU work at an end, and having regularly assigned officers to complete the Squadron, the 67th now concentrated on long cross-country and navigational flights. Its Liberators toured the country from New York to Florida without incident, and officers and ground crews functioned together like cogs in a wheel. The ebullient spirit of the men however was showing signs of getting out of control and it was with joy and relief that the long-awaited announcement, "Prepare to leave for Port of Embarkation" was received.

Col. William Cameron states that "I joined the 44th with a large number of other 2nd Lts. at Will Rogers. Some of us stayed in the city a few days extra before reporting because we learned that we were to fly B-24s rather than A-20s! When we did report there was very little to train with - most of the aircraft and pilots having formed the 404th B.S. and had gone off to Alaska, if I remember correctly. Anyway, we brand-new co-pilots did not get much transition. I think we finally left for Grenier with only four B-24s and I was lucky enough to travel there in one of them. All confusion there, too - no aircraft (until the new ones arrived) and no 1st pilots, either. A skimpy beginning."

The Squadron set to work in a frenzy, and in a record time all equipment was crated and loaded, and the men ready to go. The air and ground echelons were segregated, and the latter, commanded by Captain Young, left Will Rogers for the East. Four days later the train arrived in Fort Dix, New Jersey, a camp seething with departing troupes. One week of heavy drill, physical training; then on to New York City, where under a heavy veil of security and secrecy, the departing group boarded the majestic Queen Mary. Other thousands came aboard throughout the night and the following day until, on the afternoon of Sept. 5th, to the accompanying whistles of a hundred ships in the harbor, the Queen Mary eased her way down the river toward the sea and out into the Atlantic.

The Air echelon, meanwhile, commanded by the returned Major ~~MacDonald~~ left for Grenier Field, New Hampshire; there to prepare to join ground echelon overseas.

Five days on the sea, then into the Firth of Clyde in bonny Scotland and down through the rolling hills and valleys to England came the ground echelon of the 67th to their first and temporary home overseas, Cheddington. Here began a new system of indoctrination which to the men brought back memories of the stories of Valley Forge. Close order rifle drill, gunnery and mock battles; what with hikes and parades in continual rain, wore the shoes and the spirits of the men to a frazzle. But soon came another move, and this time to AAF Station 115, and as the ground echelon reached its new base, the planes circling overhead were bringing down the air crews for which they had been impatiently waiting. The day - October 10th, 1942.

SECRET DETACHED SERVICE

On May 11, 1942 (the microfilm states May 29th), three planes and hand picked crews* were placed on Detached Service from Barksdale Field, Louisiana. These three crews were shown as assigned on a temporary basis - and secret - to the Pentagon's 1st Mapping Group, Bolling Field, Washington, D.C.

There were three B-24s dispatched, all from the 67th Squadron, that day in command of (then) Capt. Donald MacDonald, the 67th's Commanding Officer. The other first pilots were Capt. Jackson Hall and Gideon "Bucky" Warne. Maintenance crewmen included Sgts. Curtin, Gong, Marsh and Ward.

Neither the 44th B.G. nor the 67th Squadron's official history now include the story of these three crews' accomplishments except to state that it was secret and the story would be told later - but it never was. However, Michael A. Curtin has given me the following brief account of their activities during the summer of 1942.

Sgts. Curtin and Gong were assigned to Bucky Warne's crew on aircraft named the "Blue Goose". The name occurring from the special paint applied to this ship in the hopes that it would make the plane invisible from observers on the ground. The special orders issued for this treatment follow this story.

The primary assignment for these three planes and crews was for them to fly 50 miles apart at 20,000 foot altitude to photograph the terrain of Eastern Canada from Hudson Bay to the Arctic North Pole - and from the U.S. border with Canada from North and South as well as East to West. The same procedure was to be followed for both Greenland and Iceland. However, the flights and photos over these two islands were an effort to locate German radio stations that were contacting their U-boats in order to attack our trans-atlantic shipping.

In Eastern Canada the photographs would help establish air-fields for ferrying planes to and from England.

In addition to the regular military crew there were times when civilians and military engineers were aboard to photograph and observe. Occasionally, flights were made at only 50 feet altitude for better observation over this often regarded "wasteland" of the North.

On one of these flights north from Winnepeg, Manitoba to North Hudson Bay and return the Blue Goose established a (then) B-24 record for time aloft - 14 hours and 45 minutes. On another occasion these same three planes made a search over the frozen ice fields of Greenland looking for and finding two B-17s and eight P-38s that had become lost and had to crash land. After notifying their home base (Blue-e West) the location of these 10 downed crafts and crews, a plane equipped with snow landing skis was dispatched which rescued all of the men. The B-17s had been acting as "mother" for the eight P-38s and became lost in severe weather surrounding Greenland and ran out of gas. All planes then made wheels-up, belly landings on the snow.

There were some "mapping" flights that eventually covered the far Northern coast of German-occupied Norway!!

* -- See following page for roster of planes and crew.

HEADQUARTERS

FORTY-FOURTH BOMBARDMENT GROUP (H) AAF
Office of the Operations Officer

Army Air Base
Barksdale Field, La.,
May 29, 1942

OPERATIONS ORDER)

NUMBER 6)

1. Pursuant to instructions contained in teletype 3DC M1544E dated May 27, 1942, the following personnel will proceed without delay via the best available air route from Barksdale Field, Shreveport, Louisiana, to Bolling Field, Washington, D.C., reporting upon arrival to the Commanding Officer, 1st Photographic Group for duty of indeterminate length:

B-24D Airplane A.C. Number 41-11673

Major DONALD W. MACDONALD, A.C. (0-22367) Pilot
2nd Lt. J. B. LONG, A.C. (0-43007) Co-pilot
2nd Lt. Virgil J. KLOPFER, A.C. (0-789779) Nav.
S/Sgt. RICHARD C. WARD, ASN (14038135) Engr.
Sgt. JOSEPH F. MARSH, ASN (13030133) Engr.
Sgt. DONALD F. ESLOCKER, ASN (13023147) Radio Oper.

B-24D Airplane A.C. Number 41-11653

1st Lt. GIDEON W. WARNE, A.C. (0-404099) Pilot
2nd Lt. JAMES R. SEILER, A.C. (0-437874) Co-pilot
2nd Lt. JOHN P. TRIMBLE, A.C. (0-789836) Navigator
Sgt. MICHAEL A. CURTIN, ASN (19076732) Engineer
Cpl. KUN D. GONG, ASN (34132986) Engineer
Cpl. ENZO TANNOZZINI, ASN (12034265) Radio Oper.

B-24D Airplane A.C. Number 41-11598

2nd Lt. WILLIAM J. HALL, A.C. (0-401119) Pilot
2nd Lt. JAMES C. BOOZER, A.C. (0-442757) Co-pilot
2nd Lt. CARL J. AMOS, A.C. (0-789746) Navigator
S/Sgt. JEWEL J. BOYLES, ASN (14031960) Engineer
Cpl. LOUIS B. PLANT, ASN (11027605) Engineer
Cpl. JOSEPH W. WYNE, ASN (15068360) Radio Oper.

With the verbal consent of the Commanding Officer, 90th Bombardment Group (H) AAF, the Navigators listed above and assigned to that Organization will accompany the flight.

Upon completion of duty at Bolling Field, Washington, D.C., the above mentioned crews will return to their home station via the best available air route.

This is a true copy:

JOHN P. TRIMBLE,
2nd Lt. A.C.

CORRECTED COPY
SPECIAL ORDER)

HEADQUARTERS
FIRST MAPPING GROUP
BOLLING FIELD, D. C.

- 9 -
March 18, 1942

NUMBER 77)

E X T R A C T

* * * * *

4. Pursuant to authority contained in 1st Indorsement, Headquarters Air Force Combat Command, 2/25/42, to Commanding Officer, First Mapping Group, Bolling Field, D.C., on letter from this Headquarters to the Commanding General, Air Force Combat Command, dated February 23, 1942, Subject: "Request for Orders", it is directed that photographic crews, maintenance crews, and other necessary personnel from the squadrons of this Group, as designated by the Commanding Officers thereof, and personnel as designated by the Group Commander, proceed at the proper time in suitable military aircraft or other transportation on temporary duty to such places in the Western Hemisphere as necessary for the accomplishment and coordination of approved mapping, charting, and photographic missions and upon completion return to their proper stations unless otherwise directed.

The nature of these missions being exceptional and probably requiring delays exceeding seventy-two (72) hours, delays of not to exceed thirty (30) days are authorized at such places within the United States necessary to complete these missions.

Authority is granted for necessary flights between bases of operation and home stations for supplies; coordination of projects; ferrying of film, equipment, and personnel; and for maintenance and repair of equipment.

In lieu of subsistence a flat per diem of \$6.00 is authorized the personnel engaged in these missions while away from their home stations within and without the continental limits of the United States, in accordance with existing laws and regulations.

Vouchers covering per diem expenses will be submitted on Form No.1012 to the proper Finance Officer at such time as suits the convenience of the personnel concerned. Expenses are chargeable to procurement authorities FD 1402 P 5-06A 0410-2 (officers) and FD 1402 P 7-06A 0410-2 (enlisted men), travel; AC 4 P 85-06A 0705-23, per diem; AC 4 P 99 A 0705-23, other expenses. Accounts for emergency expenses, such as guard for airplanes, transportation of personnel and aerial equipment to and from the flying fields, etc., as authorized by Paragraph 5, AR 95-110, and invoices for gasoline and oil should be submitted to the Supply Officer of the station to which the equipment involved is assigned.

Travel directed is necessary in the military service

* * * * *

By order of Lieutenant Colonel NORTHRUP:

(SEAL)

OFFICIAL: Signed: Alan M. Eldridge
ALAN M. ELDRIDGE,
Major, Air Corps,
Adjutant.

Signed. Elvin F. Maughan
ELVIN F. MAUGHAN,
Lt. Col., Air Corps,
Group S-3

THIS IS A TRUE COPY:

Signed. Lyle C. Churchill,
LYLE C. CHURCHILL
Captain, Air Corps,
Assistant Adjutant.

A TRUE COPY CHAS. F. BARTLE
Capt., Air Corps

HEADQUARTERS
FIRST MAPPING GROUP
BOLLING FIELD, D. C.

May 29, 1942

SPECIAL ORDER)

NUMBER 149)

E X T R A C T

1. Pursuant to Paragraph 4, correct copy S.O. #77, this Headquarters, dated March 18, 1942 as amended by Paragraph 5, S.O. #121 this Headquarters, dated May 1, 1942, and to letter Headquarters, Army Air Forces to Commanding Officer, First Mapping Group, dated May 31, 1942, and to Paragraph 1, Operations order No. 6, Headquarters 24th Bombardment Group, Barksdale Field, Louisiana, dated May 29, 1942, the following personnel will proceed from this station at proper times to Patterson Field, Ohio for equipment installation and to Presque Isle, Maine and such other places as required to perform the assigned mission and upon completion return to Bolling Field, D. C. unless otherwise directed:

* * * * *

B-24D AAF Number 41-11653

1st Lt. Gideon W. Warne,	AAF (0-404099)	Pilot
2nd Lt. James R. Seiler,	AAF (0-437874)	Co-pilot
2nd Lt. John P. Trimble,	AAF (0-789836)	Nav.
Sgt. Michael A. Curtin,	(19076732)	Engr.
Cpl. Kun D. Gong,	(34132986)	Engr.
Cpl. Enzo Tannozzini,	(12034265)	Radio Op.

* * * * *

By Order of Lt. Colonel NORTHRUP:

JOHN B. STOKES,
1st Lt. Army Air Forces,
Adjutant.

OFFICIAL:

JOHN B. STOKES,
1st Lt. Army Air Forces,
Adjutant.

I certify that this is a true extract of S.O. #149.

/s/ J. P. Trimble
2nd Lt. U.S.A.C.

THIS IS A TRUE COPY:

JOHN B. OSMUN
2nd Lt., Air Corps,
Assistant Adjutant.

(By courtesy of M.A. Curtin)

After the departure of the Ground Echelon from Will Rogers Field, consisting of 62 Officers and 819 Enlisted Men on three trains, the Air Echelon remained until August 29th. At that time the airplanes were cranked up and departed for Grenier Field, New Hampshire. There wasn't sufficient aircraft to permit all air personnel to depart at the same time, so it was necessary for some of the planes to return to Will Rogers with minimum crews to pick up the remaining men.

The Air Echelon, upon arriving at Grenier Field, was composed of approximately 120 Officers, of which 6 were administrative Officers, 4 were Commanding Officers, 1 Group Executive Officer, and 2 Operations Officers. And 13 of the 148 enlisted men were non-flying personnel.

The period at Grenier Field was not beneficial to the training of crews as there were very few days that formation flying or flying of any type was permissible due to weather conditions. High altitude flying was not practiced enough as most of the old ships were not equipped for that type of flying; consequently crews had to switch around and use fewer ships. The obtaining of equipment and arming the ships, making modifications, and doing necessary repairs were quite a problem as the Sub-depot could not do the complete job; consequently the combat men did most of the work on their own ships. Many of the new ships we received at Grenier Field were not fully equipped, making necessary many trips to Wright Field and Middletown Airport. Naturally, the ships were delayed in making their fuel consumption and high altitude runs. With less than a month left before entering the theatre of operations, the 44th Group was forced to accept new Pilots, Co-Pilots, Navigators and Bombardiers to bring their Officers up to full flying strength for twenty-seven planes that were to go into the theatre of operations. Some new enlisted men were added to fill vacancies; nine radio men were assigned to the Group at Grenier Field in September 1942, but up until January 1st, 1943 they had not joined the organization.

Orders were received that the Air Echelon would depart about the 26th of September, and each Squadron left within a period of a few days after that, proceeding to Gander Lake, Newfoundland; the Squadrons were delayed anywhere from four days to a week at Gander Lake and proceeded whenever weather conditions permitted. All twenty-seven ships arrived in England without serious mishap with 123 Officers and 147 enlisted men. The first squadron to arrive was the 66th, flying into Cheddington on Thursday, October 1, while the others checked in on up to October 10, flying into our new permanent base at Shipdham.

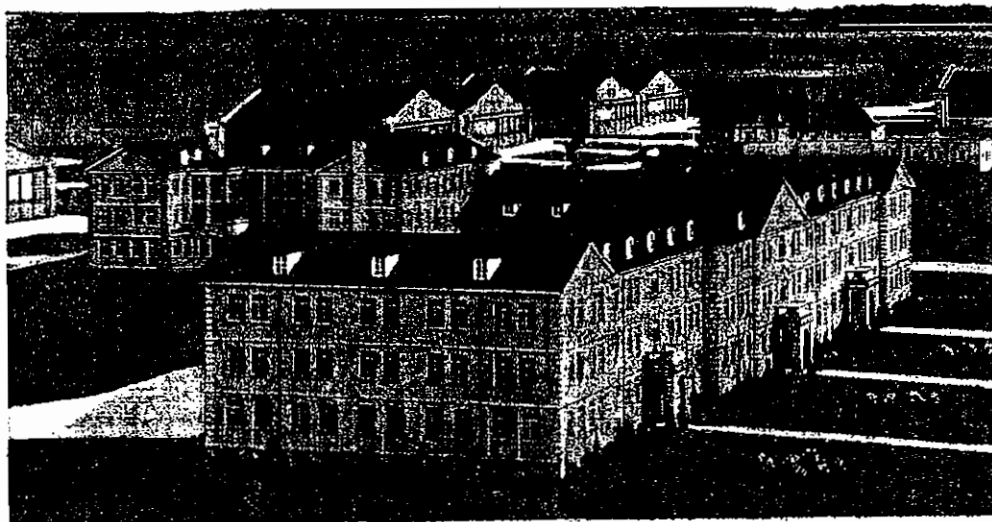
Thursday, October 1 was a big day. Nine planes of the 66th flew in at 1430 hours, the first of the Group to arrive. They had crossed the Atlantic in ten hours and it would be hard to say who was proudest to be together - the ground or the air echelons.

On October 2nd the 68th Sq. air echelon left Grenier Field for Gander Lake, Newfoundland where they waited six days for favorable weather for the Atlantic crossing. Because Lt. Phillips ship developed a gas leak he had to stay there two weeks. On the eighth, at 2300 hours, the first ship took off and the 8 planes crossed the Atlantic, having about seven hours of "soup" to con-

tend with. Lts. Cramer, Dubard and O'Brien landed at Prestwick, Scotland; Lt. Diehl landed at Sydenham; Lt. Norsen landed at Turnberry; and Lt. Scarlett landed in Wales!

Lt. Holmes and Lt. Erwin encountered a Spitfire of the R.A.F. which showed them the airfield at Ballyhalbert, Ireland, through the fog, and they landed there. The next morning, all the planes flew on to Prestwick, Scotland, and took off for Shipdham after lunch. They arrived at Shipdham at approximately 1730 hours. Lt. Phillips arrived at Shipdham about two weeks later.

BARRACKS AT BARKSDALE FIELD, SHREVEPORT, LA.



PHOTOGRAPH BY U. S. ARMY AIR CORPS

6A-H241

BARKSDALE FIELD

The reverse side of this 1¢ postcard says, " Barksdale Field, the Worlds Largest Airport (1941) consisting of 22,500 acres, is located just outside the City of Shreveport, Louisiana. Construction cost over \$7,000,000. This field is one of Uncle Sam's three major air force posts of the United States".

ORIGINAL AIR ECHELON

66th Bombardment Squadron:

B-24D #41-123777

Pilot	1st Lt. Howard F. Adams	0-23946
Co-pilot	2nd Lt. Stanley W. McLeod	0-728012
Navigator	2nd Lt. Wayne H. Gotke	0-727007
Bombardier	2nd Lt. William J. Hannan	0-727337
Engineer	Sgt. Robert K. Vogt	13030085
Asst. Engineer	Sgt. Linwood F. Jones	3458398
Radio Operator	Sgt. Pershing G. Rolfe	12034812
Asst. Radio Operator	Sgt. James W. Mifflin	16054891
Gunner	Sgt. Scott E. Brewer	39826187
Passenger	T/Sgt. Lemuel A. Cotterman	37097703

B-24D #41-123788 "Avenger"

Pilot	1st Lt. William H. Brandon	0-404078
Co-pilot	2nd Lt. Curtis S. Griffin	0-727211
Navigator	2nd Lt. Robert E. Misner	0-789258
Bombardier	2nd Lt. John T. Mooney	0-727368
Engineer	T/Sgt. Adam C. Wygonik	36301495
Assistant Engineer	Sgt. Hilmer G. Lund	37138610
Radio Operator	S/Sgt. Alan E. Perry	12003178
Asst. Radio Operator	Sgt. Charles E. Cunningham Jr	39826843
Gunner	Sgt. Ravelle A. Bennett	34202004
Passenger (Gp. Hq.)	T/Sgt. William A. Carr	13030037

B-24D #41-23778 "Lady Luck"

Pilot	2nd Lt. James W. Kahl	0-437414
Co-pilot	2nd Lt. Thomas E. Scrivner	0-728030
Navigator	2nd Lt. Edward Mikolowski	0-727039
Bombardier	2nd Lt. Edward C. Brennan	0-727306
Engineer	S/Sgt. William F. Coll	13051982
Assistant Engineer	Sgt. Walter L. Hazelton	12035280
Radio Operator	Sgt. Channing N. Satterfield	20631208
Asst. Radio Operator	Sgt. Lucius M. Balsley	39175097
Gunner	Sgt. George W. Delacy	19082008
Passenger	W/O Clarence G. Ball	T-2102627

B-24D #41-23771

Pilot	1st Lt. Dexter L. Hodge	0-389555
Co-pilot	2nd Lt. Dale K. Canfield	0-727170
Navigator	2nd Lt. William T. Auston	0-726975
Bombardier	2nd Lt. Louis A. Fries	0-727329
Engineer	S/Sgt. Ralph Schweyer	12038908
Assistant Engineer	Sgt. William L. Patrick	19077227
Radio Operator	T/Sgt. Ralph C. Ernst	6863975
Asst. Radio Operator	Sgt. John A. Romeo	35376275
Gunner	Sgt. Osee V. Bennett	3426992
Passenger	T/Sgt. Robert F. McCoy	34079411

B-24D #41-23811 "Facinatin' Witch"

Pilot	2nd Lt. Robert E. Miller	0-442974
Co-pilot	1st Lt. Ray L. Hilliard	0-431193
Navigator	2nd Lt. Leroy E. Zaruba	0-662420
Bombardier	2nd Lt. Robert R. LaPlace	0-727352
Engineer	S/Sgt. William J. Murphy, Jr.	12043938
Assistant Engineer	Sgt. Robert G. Newmes	16068973
Radio Operator	Sgt. Martin J. McDonnell	11036914
Asst. Radio Operator	Sgt. Daniel V. Rowland	16034829
Gunner	Sgt. Clarence J. Ducote	34235546
Passenger	M/Sgt. Henry P. Hansen	R-1038111

B-24D #41-23779 "4-Q-2"

Pilot	2nd Lt. Robert J. Abernethy	0-437463
Co-pilot	2nd Lt. Robert E. Kolliner	0-728002
Navigator	2nd Lt. Benjamin R. Toczyl	0-662392
Bombardier	2nd Lt. William H. Minder	0-727367
Engineer	S/Sgt. Harvey C. Compton	38044703
Assistant Engineer	Sgt. Frank Paliga	19071407
Radio Operator	Sgt. Harry B. Burns	13044534
Asst. Radio Operator	Sgt. Kirtley J. Jarvis	18068253
Gunner	Sgt. Raymond Shelton	39385696
Passenger	Capt. John E. Nitsche	0-23557

B-24D #41-23804 "Sad Sack"

Pilot	1st Lt. Robert H. McPhillamey	0-437598
Co-pilot	1st Lt. Alfred G. Damron	0-431128
Navigator	2nd Lt. Rexford W. Lippert	0-662346
Bombardier	2nd Lt. James J. Barry	0-727299
Engineer	S/Sgt. Eugene O. Rudiger	16022826
Assistant Engineer	Sgt. Robert P. Garmon	14098416
Radio Operator	Sgt. Kenneth R. Sanders	37083209
Asst. Radio Operator	Sgt. Howard W. Beaman	37113173
Gunner	Sgt. Horace E. Cook	34268127
Passenger	Capt. Henry G.V. Hart	0-468561

B-24D #41-23769 "Princess Charlotte"

Pilot	Capt. Thomas W. Sprinkle	0-395307
Co-pilot	2nd Lt. Rowland M. Gentry	0-727983
Navigator	2nd Lt. Robert D. Hook	0-789472
Bombardier	2nd Lt. John C. Brown	0-727307
Engineer	Sgt. Willard W. Scott	19060659
Assistant Engineer	Sgt. Harold E. Jefson	38104143
Radio Operator	Sgt. Harold V. Wright	36323329
Asst. Radio Operator	Sgt. Rudolph W. Tressel	20638603
Gunner	Sgt. Donald E. Goodwin	20508041
Squadron Commander	Major Algene E. Key	0-386265

66th SQUADRON

B-24D #41-23703

Pilot	1st Lt. BILL MCCOY	0-418136
Co-pilot	2nd Lt. MERVIN K. MCCLLOUD	0-728009
Navigator	2nd Lt. PHILLIP P. PHILLIPS	0-662366
Bombardier	2nd Lt. DAVID W. ARNOLD	0-727295
Engineer	S/Sgt. DONALD L. SIEBERT	15082047
Assistant Engineer	Sgt. EDWIN C. LIGHT	38047888
Radio Operator	Sgt. JAMES M. CRAWFORD	14054561
Asst. Radio Operator	Sgt. DAVID W. JOHNSTON, Jr.	18021146
Gunner	Sgt. KENNETH R. MORSE	17066897
Passenger	Maj. ROBERT TAYLOR 3RD	0-20715

68th SQUADRON

B-24D #41-23819 "Rugged Buggy"

Pilot	1st Lt. JAMES E. O'BRIEN	0-435700
Co-pilot	2nd Lt. MALCOLM C. HOWELL	0-727992
Navigator	2nd Lt. LEROY PERLOWIN	0-789499
Bombardier	2nd Lt. REGINALD D. GRANT	0-727334
Engineer	T/Sgt. MARVIN W. COX	6928360
Asst. Engineer	Sgt. KENNETH C. MCCABE	16001425
Radio Operator	S/Sgt. ROBERT H. WRIGHT	34107280
Asst. Radio Operator	Sgt. MANFORD S. DEAL	36175723
Gunner	Sgt. LEROY RICHWINE	39171243
Passenger	T/Sgt. UBUR G. CAMPBELL	6265900

B-24D #41-23806 "Bat Out Of Hell"

Pilot	2nd Lt. ROY B. ERWIN, JR.	0-437436
Co-pilot	2nd Lt. GEORGE R. JANSEN	0-727998
Navigator	2nd Lt. THOMAS G. DEAVENPORT	0-443161
Bombardier	2nd Lt. BEN V. COLLIER, JR.	0-727317
Engineer	S/Sgt. ROBERT J. BILLMAN	37137220
Assistant Engineer	Sgt. ARNE W. MILLER	36322909
Radio Operator	S/Sgt. THOMAS A. LASKOWSKI	6853902
Asst. Radio Operator	Sgt. LANVILLE O. MCCARTY	35278030
Gunner	Sgt. ROBERT J. REASONER	34242418
Passenger (Gr. Hq.)	1st Lt. ROBERT L. DEAN	0-431615

B-24D #41-23800 "Captain And His Kids"

Command Pilot(Gp. Hq.)	Col. FRANK H. ROBINSON	0-17024
Pilot	1st Lt. THOMAS R. CRAMER	0-23925
Co-pilot	2nd Lt. WILLIAM D. HUGHES	0-727993
Navigator	2nd Lt. WILLIAM A. POOLE	0-789500
Bombardier	2nd Lt. ROBERT K. FLYNN	0-727327
Engineer	T/Sgt. JOHN W. CRUMP	36318179
Assistant Engineer	Sgt. WILLIAM J. GATES	17020494
Radio Operator	S/Sgt. HARRY C. HOGAN	37009698
Asst. Radio Operator	Sgt. THOMAS J. FRALEY	35376187
Gunner	Pvt. RICHARD M. CASTILLO	35278673

B-24D #41-23786

Pilot	2nd Lt. JAMES D. DUBARD, JR.	0-410225
Co-pilot	1st Lt. MAXWELL W. SULLIVAN	0-24058
Navigator	2nd Lt. RICHARD V. SOMERVILLE	0-727054
Bombardier	2nd Lt. GEORGE A. CRAWFORD	0-727320

68TH SQUADRON

Engineer	Sgt. CHARLES S. DICK	31033519
Assistant Engineer	S/Sgt. PAUL E. BEVERLY	18045226
Radio Operator	Sgt. WILLIAM G. MEARS	31020279
Asst. Radio Operator	Sgt. ANTHONY F. RIZZO	35292580
Gunner	Sgt. DONALD M. SMITH	39094553
Passenger (Gp. Hq.)	1st Lt. BRUCE H. PAULY	0-434434

B-24D #41-23813 "Victory Ship"

Pilot	2nd Lt. WALTER T. HOLMES, JR.	0-437615
Co-pilot	2nd Lt. ROBERT L. AGER	0-727956
Navigator	2nd Lt. ROBERT J. STINE	0-662388
Bombardier	2nd Lt. HOWARD N. KLEKAR	0-727350
Engineer	T/Sgt. TAUNO I. METSA	36167686
Assistant Engineer	S/Sgt. FRANK E. CROSS	14059223
Radio Operator	Sgt. ALBERT E. HILL	20446928
Gunner	Sgt. GEORGE L. GREEN	36070105
Passenger (Gp. Hq.)	Capt. JOHN D. HAMMER	0-428207
Passenger	2nd Lt. THOMAS W. LANDRUM	0-854354

B-24D #41-23816 "Black Jack"

Pilot	2nd Lt. JOHN H. DIEHL, JR.	0-427313
Co-pilot	2nd Lt. ROWLAND B. HOUSTON	0-727991
Navigator	2nd Lt. GEORGE J. KELLEY, JR.	0-727021
Bombardier	2nd Lt. HERBERT M. LIGHT	0-727354
Engineer	S/Sgt. EDWARD R. WAITE	13013601
Assistant Engineer	Sgt. PATRICK H. MCATEE, JR.	35041343
Radio Operator	S/Sgt. JOE F. WARD	34107345
Asst. Radio Operator	Sgt. STEPHEN F. SEVICK	12044639
Gunner	Sgt. MILFORD L. SPEARS	37136575
Passenger	S/Sgt. AUGUST L. BLASCHKE	18101868

B-24D #41-23690

Pilot	2nd Lt. THEODORE B. SCARLETT	0-660006
Co-pilot	Capt. PODGE M. REED	0-295672
Navigator	1st Lt. OSCAR H. WILKINSON	0-426964
Bombardier	2nd Lt. PAUL H. KEILMAN	0-727349
Engineer	Sgt. GEORGE A. FITHIAN	20607661
Assistant Engineer	Sgt. VERNE G. STEWART	38148621
Radio Operator	Sgt. SOLOMON I. WISE	37135114
Asst. Radio Operator	Sgt. HARVEY C. HATHAWAY	35265755
Gunner	Sgt. ARTHUR A. VAN CLEEF	32385827
Passenger	Major FRANCIS H. MACDUFF	0-21483

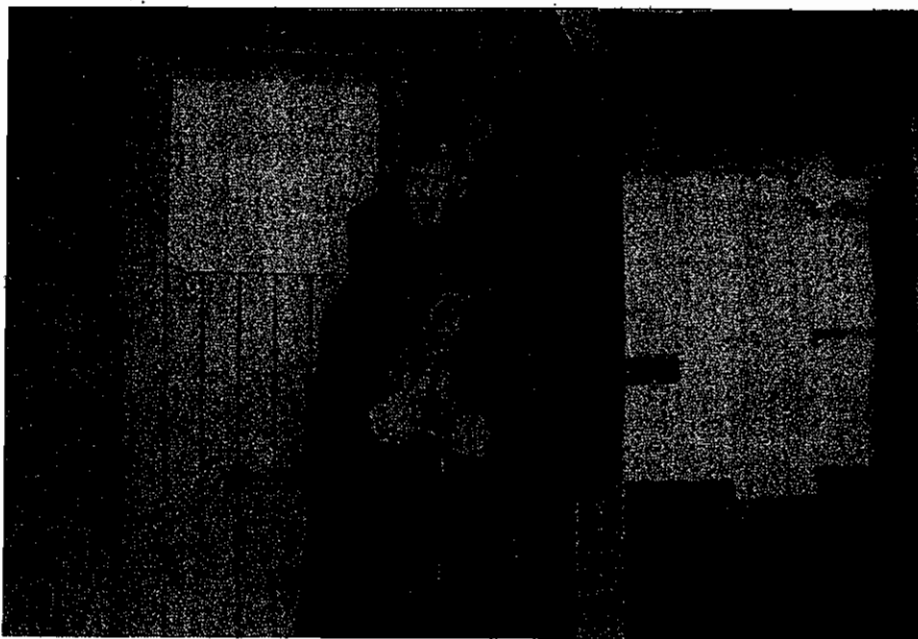
B-24D #41-23776 "Spirit Of '76"

Pilot	Capt. ROBERT A. NORSEN	0-398539
Co-pilot	2nd Lt. DUANE E. NELSON	0-728017
Navigator	2nd Lt. RAYMOND C. LUNENFELD	0-789480
Bombardier	2nd Lt. Albert W. Glass	0-727333
Engineer	T/Sgt. ROBERT C. LAMBERT, JR.	14060775
Assistant Engineer	S/Sgt. FREDERICK W. CLARK	11033143
Radio Operator	M/Sgt. BENJAMIN F. DUKE	6376260
Gunner	Sgt. GLEN C. PIERSON	39175146
Passenger (Gp. Hq.)	Capt. RALPH H. RIEGELMAN	0-372488
Passenger (Gp. Hq.)	Major JAMES T. POSEY	0-20850

68TH SQUADRON

B-24D #41-23699 "Lemon Drop"

Pilot	1st Lt. REGINALD H. PHILLIPS	0-435703
Co-pilot	2nd Lt. WILMER J. GARRETT	0-727982
Navigator	2nd Lt. JOHN C. ADAMS	0-726963
Bombardier	2nd Lt. ROBERT A. LAFLUER	0-727351
Engineer	T/Sgt. FRANK W. GAVIN	7001235
Assistant Engineer	S/Sgt. HYLAN V. SIMMONS	12029962
Radio Operator	S/Sgt. DONALD H. INGRAM	39164255
Asst. Radio Operator	Sgt. CARL E. CLELAND	35401281
Gunner	Sgt. HENRY G. HAYES, JR.	14058968



Major W.R. CAMERON has just exited the 67th's Orderly Room at Site #3, Shipdham. Bulletin Board to his left.

NORTH ATLANTIC WING
AIR TRANSPORT COMMAND
GANDER LAKE, NEWFOUNDLAND

LMT/jrm

October 5, 1942

OPERATION ORDERS)

NUMBER218

1. Under authority contained in letter from the Adjutant General to the Commanding General, All Armies, GHQ Air Forces, Departments and Corps Area Et cetera dated June 5, 1941, File AG 320.2 (6-3-41) MR-M, Subject: "Constitution of the Air Corps Ferrying Command", and pursuant to instructions contained in letter AG 370.5 (8-14-42) MS-E-M, dated August 18, 1942 Subject: Movement Orders, Air Echelon, Shipment 6252C, The following named personnel in aircraft as shown and organizations indicated, will proceed from Gander Lake, Newfoundland, via best available route to Little Pic and report to the Commanding General, 8th Air Forces for duty:

B-24D	67th Bomb Sq. 44th Bomb Gp.	41-23817
Pilot	Capt., Howard W. Moore	0-402027
Co-pilot	2nd Lt. Robert I. Brown	0-727162
Bombardier	2nd Lt. Holden R. Haywood	0-727341
Engineer	T/Sgt. Odis E. Nelson	18085241
Ass't Engineer	Sgt. Frank J. Hart	16054851
Radio Operator	T/Sgt. John L. Susan	6995427
Ass't Radio Oper.	Sgt. August (NMI) Ullrich	34242804
Gunner	S/Sgt. Roy L. Klinger	39303276
Passenger	Maj. Donald W. MacDonald	0-22367
Navigator	1st. Lt. Robert H. Bishop	0-353495

B-24D	67th Bomb Sq., 44th Bomb Gp.	41-23808
Pilot	1st. Lt. J. B. Long	0-438007
Co-pilot	2nd Lt. John F. McCormick	0-728010
Navigator	2nd Lt. Harold C. Cook	0-662333
Bombardier	2nd Lt. Winthrop T. Frazee	0-727328
Engineer	S/Sgt. Roy J. Yeatts	20364881
Ass't Engineer	Sgt. Stephen E. Parker, Jr.	11045788
Radio Operator	S/Sgt. Orna Elmen Cottingham	20649538
Asst. Radio Oper	S/Sgt. Donald C. McGinnis	16039337
Gunner	S/Sgt. Ralph C. Laurence	36124607
Passenger	2nd Lt. Rose F. Hager	0-854344

B-24D	67th Bomb Sq., 44th Bomb Gp.	41-23832
Pilot	Capt. Gideon W. Warne	0-404099
Co-pilot	2nd Lt. Richard C. Brown	0-727161
Navigator	2nd Lt. Robert K. Walker	0-662399
Bombardier	2nd Lt. Thomas C. Mayon	0-726923
Engineer	S/Sgt. Guy E. Gandy	18085234
Ass't Engineer	S/Sgt. Harvey G. Holmes (68th B.S)	37139906
Radio Operator	Sgt. Norman H. Jones	37049716
Asst Radio Oper	S/Sgt. Nicholos C. Gritsonis	16034619
Gunner	S/Sgt. Gabriel A. Marquez	18029077
Passenger	T/Sgt. Michael A. Curtin	19076732

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B-24D	67th Bomb Sq., 44th Bomb Gp.	41-23783
Pilot	Capt. Arthur V. Cullen, Jr.	0-403881
Co-pilot	2nd Lt. Robert E. Forrest	0-727979
Navigator	2nd Lt. John L. Mackey	0-662351
Bombardier	2nd Lt. Paul D. Caldwell	0-727313
Engineer	S/Sgt. Albert W. Emery	6245362
Asst. Engineer	Sgt. Cecil D. Goddard	34265714
Radio Operator	T/Sgt. Samuel Solomon Weiser	12033349
Asst Radio Oper	Sgt. David H. Woo	19060321
Gunner	Sgt. Charles E. Westervelt	18085176
Passenger	M/Sgt. Ralph R. Illick	6771227
B-24D	67th Bomb Sq., 44th Bomb Gp.	41-23794
Pilot	1st Lt. Rufus A. Oliphant, Jr.	0-397270
Co-pilot	2nd Lt. Charles E. Wilkes	0-728042
Navigator	2nd Lt. Gordon S. Vaughan	0-789277
Bombardier	2nd Lt. James F. DeVinney	0-727322
Engineer	Sgt. Clyde (NMI) Littell	16041884
Asst Engineer	Sgt. LeRoy R. Winter	19064228
Radio Operator	Sgt. Leonard M. Alwert	17024239
Asst Radio Oper	Sgt. Samuel H. DeBerry	35376177
Gunner	Sgt. William E. Douthit	34261978
Passenger	S/Sgt. Gilbert C. Hester	37132854
B-24D	67th Bomb Sq., 44th Bomb Gp.	41-23807
Pilot	1st Lt. Chester L. Phillips	0-421129
Co-pilot	2nd Lt. William R. Cameron	0-727169
Navigator	2nd Lt. Thomas E. Bartmess	0-726980
Bombardier	2nd Lt. William E. Hill	0-727342
Engineer	S/Sgt. Michael J. Denny	12055743
Asst Engineer	Sgt. Dale A. Glaubitz	37087575
Radio Operator	Sgt. George B. Price	12034269
Asst Radio Oper	S/Sgt. Edward W. Phillips	18063461
Gunner	S/Sgt. Barney J. Grabowski	20641515
Passenger	T/Sgt. Kun D. Gong	34132986
B-24D	67th Bomb Sq., 44th Bomb Gp.	41-23818
Pilot	1st Lt. William J. Hall	0-401119
Co-pilot	2nd Lt. Edward R. Mitchell	0-728013
Navigator	2nd Lt. Charles B. Franklin	0-789463
Bombardier	2nd Lt. Charles W. Bryant	0-727309
Engineer	S/Sgt. Raymond C. Stephens	18074552
Asst Engineer	Sgt. Julio G. Castellotti	39836622
Radio Operator	S/Sgt. Delores R. Brumagin	33112937
Asst Radio Oper	Sgt. Donald E. Jester	17023590
Gunner	Sgt. William H. Gesse	39171062
Passenger	Sgt. Harry L. Ottman (68th's)	36236878

C O N F I D E N T I A L

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B-24D	67th Bomb Sq., 44th Bomb Gp.	41-23774
Pilot	1st Lt. Robert W. Blaine	0-423910
Co-pilot	Major Robert B. Miller	0-21787
Navigator	1st Lt. Leo O. Frazier	0-659012
Bombardier	2nd Lt. Malcom (NMI) Rawls	0-661659
Engineer	S/Sgt. George L. Nored	14060975
Asst Engineer	M/Sgt. Richard C. Ward, Jr.	14038135
Radio Operator	Sgt. Don J. Williams	18037070
Asst Radio Oper	S/Sgt. Donald F. Eslocker	13023147
Gunner	Sgt. Edward (NMI) Sufka	37161475
Passenger	M/Sgt. Robert M. Smith (Gp.Hq.)	13027651

B-24D	67th Bomb Sq., 44th Bomb Gp.	41-23784
Pilot	Capt. Duward J. Williams	0-395302
Co-pilot	1st Lt. Clyde E. Price	0-398584
Navigator	2nd Lt. Jacob A. Augenstene, Jr.	0-789432
Bombardier	2nd Lt. Morton P. Gross	0-727336
Engineer	S/Sgt. Dalton R. Snell	17032555
Asst Engineer	T/Sgt. Joseph F. Marsh	13030133
Radio Operator	S/Sgt. Kenneth R. Laughton	39012671
Asst Radio Oper	Sgt. Iris Conves Wyer	35376277
Gunner	S/Sgt. Lewis J. Fleshman	12035273
Passenger	M/Sgt. Francis I. Fox (Gp. Hq.)	13027586

In lieu of subsistence a flat per diem of six dollars (6.00) is authorized for travel by military aircraft and/or for periods of temporary duty enroute for both officers and enlisted men, in accordance with existing law and regulations, from time of departure from home station until arrival at final destination.

The duty to be performed being exceptional and requiring more than 72 hours for completion, a delay not to exceed thirty (30) days is authorized at each station.

Cost of transportation of troops and individuals, including advance detachment and shipment of things, will be governed by Section II, Circular 206, W.D., 1942. Travel directed is necessary in the military service and payment when made is chargeable to pro-cument authorities FD 33 P 433-03 A 0425-23.

By Command of Brigadier General GILES:

L. M. THOMAS
Major, Air Corps,
Assistant S--3

OFFICIAL:

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DISTRIBUTION: ATC, WING S-3 File, Officers Concerned, EM Concerned

On 9 October 2nd Lt. William R. Cameron, co-pilot for 1st Lt. C.L. Phillips describes his experiences:

After a few days at Gander waiting for good weather, we finally attempted our take off on a very, very dark night for England - over the cold and stormy Atlantic. The date was 9 October. Our heavy airplane seemed never to leave the ground, and I began to wonder if we would make it, as the end of the runway came uncomfortably near. It was so dark I never knew just how close we did come to the end of that strip, and it is probably just as well.

As we struggled out into the darkened sky, through clouds and pouring rain, I think I must have wondered if this flying business was really for me. In short, I had serious doubts concerning the probability of a long life. Shortly after we leveled out and were on our way, there suddenly was a most unusual phenomena. Great lights playing through the clouds and I instinctively looked for search lights on the ground thinking we might not have left the coast. But then I knew that there should be no lights in that wild and near uninhabited area. Then our navigator, Tom, called excitedly over the intercom and told us to look out and see the Northern Lights! So much for the 'mystery'.

It seemed like many hours later, and just after sunrise, that we saw a ship, then the coast line. Christopher Columbus and his crew could not have been more excited - or relieved. We flew over the coast and inland, but Tom could not find the identifying points we were looking for. Our fuel was okay, but would not permit us to spend too much time looking around. When, at last, and in some mood of growing desperation, we finally spotted an airfield and lost no time getting down on that friendly looking green ground. Luckily it was somewhere in the Northern part of Ireland as we would have been interned had we landed in Southern Ireland. We were supposed to land at Prestwick, Scotland. However, any land was good under these circumstances and if I remember correctly, one other B-24 out of our Group was there with us. It was a nine hour flight!

It was a lonely and small British field named Bally Halbert. We were impressed by a few strange looking British aircraft scattered here and there and by our first meeting with a few real live Englishmen and Irishmen. They immediately sent us to bed and we slept until about 1600 hours. Then, quite starved, we were put into trucks and taken to their mess. One very pleasant chap came over and in a friendly and engaging manner asked if we would care for a drink. We were enthusiastic! It was about the only good idea that had presented itself since we left Manchester, N. H. back in the States. So we all accompanied him (the four officers on the crew, that is) to the club. As we stood there with hands outstretched and expecting Scotch or Bourbon, we received instead a strange looking heavy black liquid. Surprised and a bit disappointed, but determined not to embarrass our host, we smiled and raised the stuff to our lips. That was my one and only glass of Guinness lager during my two and a half years in England. I thought it was God Awful! This was one of the first of many tests of courage I endured during the war - and probably one of my greatest. It took a stiff upper lip to drink that stuff.

Later that same day, October 10th, we took off for Prestwick to rejoin the rest of the Group. They had received word that we were okay, but we did learn that one of our crews had over-flown Scotland by intercepting a leg of a fake radio signal put out by the Germans. The details are hazy but as I recall, British fighters, Spitfires, intercepted and turned them back. This was J.B. Long and crew of our Squadron, I believe.

I should explain that this Northern route which we had taken, i.e. Gander to Prestwick, was fairly new in the Fall of 1942, so many of the wrinkles had not yet been ironed out.

We headed South from Prestwick for our new home in Norfolk County, England on October 11th. The base was called Shipdham, located about 20 miles west of the city of Norwich. The weather en route was good, and we could see the cities, hills, bays and rivers of England through white clouds as we passed overhead. Of course, I was fascinated by the beauty of the green and well arranged country side. However, it had been raining (not an unusual occurrence in England) at Shipdham and there was plenty of mud when we landed. Some one ran off the taxi-way and got stuck so the rest of us left our airplanes where they were, and marched off through the mud and rain to inspect our new home. At any rate, we had arrived! It is interesting to note that we were "welcomed" by German radio (Axis Sally) that same night!!

The base had recently been constructed and the overall effect was depressing. There was no grass, just mud and scraps of building materials scattered around. Our living areas were widely dispersed. All were almost a mile from the field, and about a half mile from each other. The Officer's Mess, the Chapel and other facilities were also scattered. Our barracks were small one-story buildings with about five rooms on each side of the long hallway. However, at one end there was a single large room which we immediately made into a community sitting room. This became our regular meeting place and since our building was numbered 200, we call the gang who met there quite logically, the '200' Club. But later when most of the old gang were gone, the spirit they represented also disappeared and so did the '200' club. I used my room to sleep in only. That silly, miniature stove that passed as a heating unit was vastly over-rated and I decided to keep warm in the mess hall.

My roommate was our Navigator, Tom Bartmess. He was a nice, quiet, good natured and inoffensive fellow, and had been married only a short time. This was true of a number of the fellows.

George (Phillips) had already decided that our airplane, then known only as #807, should be named 'Little Beaver' after the comic strip character. Since even artists from Walt Disney's studios were included among the many skilled people in this organization, we had no trouble in finding an artist to paint "Little Beaver" in the act of throwing a bomb on the nose of our aircraft. From now on this was not just an aircraft - it had personality. It had character. It was, in fact, an extension of us. It was part of the crew. It was 'Little Beaver' and we were proud of it.

My association with the 44th BG began in the latter part of May, 1942. Carl Hall and I had graduated from Keesler Field's Airplane Mechanics School on May 7th. At the very time of the graduation ceremony we both were taking a physical examination to qualify for aerial engineers. However, we both failed - Carl for being too tall, and I for my feeble eyesight - and were, apparently, forgotten and/or unwanted, as it was almost three weeks before we received orders to report to Barksdale Field, Louisiana for assignment.

After the crush of 60,000 men at Keesler Field, Mississippi and its inadequate facilities for so many men, Barksdale Field was like a dream come true. Here we found large, beautiful expanses of grass, good roads, spacious surroundings, and best of all, permanent buildings that were large enough to contain an entire squadron with orderly room, mess, sleeping quarters, etc. all enclosed. This was going to be great. And my first breakfast next morning was a case in point. After the unbelievably long lines at Keesler I found no line at all here. I merely had to pick up a tray and walk into the kitchen. "Soldier, what do you want for breakfast? Eggs? How many and how do you want them? Ham, bacon, cereal, toast?" You just name it and that's what you got. And did I eat, as it was well-prepared and in any quantity. The cooks were excellent and proud of their offerings. Can this be the Army Air Force or the Hotel Biltmore?

About the second or third day in the 67th Squadron I found my name posted on the bulletin board for Minuteman Guard Duty. I was to have an eight-hour stint from 4 PM to midnight this day. Well, that's not too bad - better than KP duty, or so I thought.

When posted, I found that I'd be guarding an area near one hanger, walking a beat from one end of it to the other. There wasn't much activity there so I walked slowly, shouldering my trusty rifle, trying to pass the time as best I could. Occasionally I'd hear a plane come in for a landing and it would sound like a terrible crash. But it was only a B-26, or better known to us as a "flying prostitute" (no visible means of support) as the clipped wings were so short requiring landing speeds in excess of 150 MPH, almost flying it into the ground. Never could get used to that horrible racket when one hit the runway.

Darkness set in, the lights came on, and slowly but inevitably I began to experience a need for a latrine. I kept looking in vain for the Sergeant of the Guard or anyone who could hold my post for a few minutes. But being new there, I knew no one. The "Articles of War" had been pounded into us recruits so often - "Abandonment of Post during War Time is subject to Court Marshall and the Death Penalty" - so I help my position.

So it was with considerable anxiety and increasing pain that I watched midnight slowly approach - - - and pass with no relief in sight! No changing of the guard! One AM and still no replacement, and I desperately needed RELIEF. Foreseeing no assistance until 8 AM I started searching for some darkened nook or corner where I could relieve this mounting pressure, but there simply wasn't anything remotely possible. Resigned to my fate, the remainder of the night was pure torture as each hour drug by I became further bent over until at 8 AM I must have resembled a pretzel with my rifle pointing forward in a "charge" position.

At long, long last my replacement arrived and I almost required assistance to the nearest latrine where, seemingly, I took up residence. It probably was a good thing for me that I was in such a sorry state physically because when I ferreted out the offending Duty Sergeant to vent my anger, he laughingly told me that he f o r g o t to assign a replacement when the scheduled Private came down ill. No apology - just great amusement!! Murder was in my heart, I'm afraid as it is hard for me to forgive. And I've hated Guard Duty ever since.

My normal duty assignment was a mechanic on S/Sgt. George Baccash's crew - a large crew that occasionally had a plane on which to ply my trade. At the A.M. school we had only mock-ups on which to train - no real airplane on which to practice our newly learned skills. But here there was a huge B-24D or LB-30 on which to lavish loving care for hours on end. Now, at long last I was as close to flying as I could get without actually being on a combat crew, and loving every minute of it - and learning.

The 44th BG's planes were making operational sorties out over the Gulf of Mexico, carrying bombs and depth charges, looking for Nazi submarines. Shortly before my arrival at Barksdale one of these heavily loaded Liberators had taken off before dawn at approximately 5:30 AM, in a driving rainstorm to take up the patrol of the Gulf. Somehow, shortly after take-off, the plane lost altitude and crashed, killing all nine of the crew aboard, as the plane exploded and burned. This was the first casualty of the 44th BG on an operational mission that I'm aware of.

The first claim of enemy destruction was made on July 10, 1942 when a 68th Squadron crew flying in a 66th Squadron airplane attacked an enemy submarine. The ship was piloted by Lt. Robert A. Norsen and the co-pilot was 2nd Lt. John H. Diehl, Jr. They took off at 0930 hours from Barksdale Field and flew out to their assigned patrol area. While flying at an altitude of 1500 feet. the bombardier released a 300 pound demolition bomb over an area of water which appeared suspiciously dark. However, the peculiarity was formed by a school of fish and confirmed by some of the crew members.

As the aircraft was flying on the last leg of the patrol, the photographer observed a suspicious craft on the horizon toward the south. This area was located approximately 120 miles south of Mobile, Alabama. The airplane was approximately 20 miles south of its course. The pilot remained in this general vicinity for 15 minutes; then the co-pilot observed a submarine surfaced on 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 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, making an approach at an altitude of 1500 feet about 30 degrees across the bow of the submarine, using P.D.I. instruments. Bombing run was at 2115 hours. Both the engineer and the radio operator observed the bombing results from the open bomb-bay section. The bombardier released four bombs, one depth charge, 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.

A great deal of debris was observed in this area, as well as an extremely large oil patch. There were no flares on board to provide adequate light for photographs, so it was a long time before the Navy confirmed the destruction of this U-boat.

Around the first of July it became fairly certain that the Group would leave the comparative luxury and enjoyment of Barksdale Field. Shortly thereafter, the task of either making new boxes or re-using old ones, packing, crating and other work necessary for moving was begun. Rumors about our next base ranged from Key West, Florida to Seattle, Washington as well as many other sundry overseas destinations. But on July 19th an advance party left by air for Will Rogers Field, Oklahoma City, Oklahoma. Other parties left by motor convoys on each of the three days of the 22nd, 23rd and 24th. The remainder of us left by train at 8:00 AM, Saturday July 25th, and we were all united again on the 26th.

Will Rogers Field at first seemed more like a base for civilians than a military base. This became apparent on our first day on the base after we had located our barracks, settled in, and relieved from duty. We picked up our passes and headed for the main gate. Here we were denied exit as we did not have a valid base pass, and the M.P.'s had orders not to allow us out. An immediate appeal to our Group C.O., Lt. Col. Robinson resulted in a clash with the base C.O., also a Lt. Col. Col. Robinson soon made it clear that he was in charge of the 44th personnel, and we were soon happily becoming acquainted with downtown Oklahoma City.

After that first conflict of authority, Col. Robinson decided to make it perfectly clear that he was running the show on the base by declaring our airplanes were to be guarded 24 hours a day and that no civilians or other non-44th personnel were to be allowed to even touch one of our planes without prior written permission. And guard them we did, treating every stranger as if he were the enemy. One sad outcome of this situation occurred one day when one of the young guards carelessly leaned upon his .22 cal. rifle and it accidentally discharged, striking him in the abdomen. I never learned for sure poor Private's outcome, but the rumors had it that he was killed.

With all the flying necessary to prepare our crews for combat such as formation flying, cross-country navigational work along with bombardier practice, there was ample opportunity for the ground personnel to go along. Finally, I was now able to go aloft! Sure, it was only as a passenger, tucked back in the rear, looking out the open waist windows, but it was flying. To me it was just fantastic. Everyone seemed to enjoy the flights, too, and several rumors bounced around about hot-rod attempts to either loop or otherwise perform other taboo fighter tactics with these rather large flying machines.

All too soon these interesting and learning days were gone. Around August 20th word came down to us that we were leaving for Fort Dix, New Jersey to prepare for overseas duty! Once again things were soon in full swing to crate, pack and stencil boxes for overseas and to place code numbers for each squadron. Everyone was thrilled with this activity and worked at top speed. But where were we going? When? How? There were a million answers, nearly all of them wrong.

About 7:00 PM on August 25 we pulled out of Will Rogers to the accompaniment of the base band and some stirring tunes. We were assigned berths on the Pullman coaches and everyone was in high spirits. The food was excellent and all was well. We arrived at Fort Dix in the afternoon of August 28th and quickly began preparations for the journey overseas. Our orderly room was set up and final processing was started to prepare everyone for overseas duty. Summer clothing was turned in and wool O.D.'s issued, thereby squelching the rumors that we were going to Africa, and enhancing those that we were destined for England.

Then on Thursday night, Sept. 3rd while two buddies and I were attending an Eagles football game in Philadelphia, the orders arrived for us to prepare to depart. An announcement was made at the football game, but I was so engrossed in talking with an old Lancaster buddy who I had met there that the recall for all 44th BG personnel didn't penetrate. We talked so long, both at the game and later that it was nearly three AM before our little trio arrived back on the base. Our quarters were brightly lit and everything was mass confusion. What's going on? Orders! "We are shipping out in a few hours, so get packing".

First thing in the morning we "fell out" for yet another inspection of our "A" & "B" barracks bags which were to hold all of our worldly possessions. "Get it straight this time cause this is the real McCoy. Only these items in your "A" bag which is going with you. Everything else in your "B" bag which goes by another route. Get it! Inspection passed I quickly smuggled into my "A" bag a pair of civilian shoes and a small camera - an act I'd later at Cheddington be most grateful for.

Soon, off we went carrying our "A" bag, rifle, gas mask and overcoat, walking about two miles to the train station. We entrained and about 3:00 PM pulled out heading for Jersey City. There we caught the ferry and crossed the Hudson River, then into a convoy of trucks, lowered the canvas flaps so that not only couldn't we see out but no one could see us. After a short trip the flap was raised and we were there. Where were we? How could you tell as we appeared to be in a large warehouse. Now, quickly, form a single line, follow the man ahead of you. And off we went Indian style, for a while carrying our remaining gear, but as fatigue set in, more or less dragging it along. The Army Air Force must have considered us to be top secret agents for they had devised a narrow walkway something akin to a maze. After what seemed miles we saw nothing and no one saw us. Finally, into a fairly large room, well lighted, and rest. Somewhere along the way we had boarded a ship - and what a ship, the Queen Mary. I was handed a card, my lodging will be stateroom 96, Deck A. Wow! A stateroom on the largest luxury liner afloat. But one glance into that small room told me that I could drop "luxury" from the description. The two comfortable beds had been replaced by two sets of bunks, four high, floor to ceiling. Well, that's not really so bad. A little crowded, sure. But then they dropped the other shoe. This stateroom and most all others must accommodate 16 men! Eight men will occupy the room for 24 hours. Then at noon it's the other 8 men's claim for 24 hours. Sounds interesting, so where do those eight men go on their "out" hours? Why, out on deck, naturally. You mean sleep out there on the deck with no bed at all? Now you got it!

With so many people on board (a rumored 16,000) only two meals can be served daily. This is another conflict with our "luxury" cruise. Bring your own mess gear. Here is your meal identity button - your color says you eat at 9:30 and 4:30. Lines will form starting down at the cafeteria doorway five decks below, and will build up the stairways to the top deck, and then around the deck. The queue was unbelievably long when I finally found the end, but time we all had plenty of. Slowly we followed the procession along the deck and then down the stairs. And what is that odor drifting up - unfamiliar to these nostrils and not all that appetizing, either? Mutton! Mutton? Each step downward became less and less inviting for me until finally the serving line. Sure enough, mutton was the main course with not much else for supplement. Long years of training to eat all of what you get, got me through the meal. Then clean your mess gear in that basin at the end of your table. But the water was luke warm at best, somewhat greasy, and apparently minus any soap. Yuk!

One trip into that atmosphere was enough for me. Even though I grew up during the deep depression years when almost any food was welcome I couldn't repeat that sojourn into the cafeteria - not even for breakfast. The mutton odor was all prevailing. Instead, I took my business to the Ship's Store where plenty of one-pound Hershey bars and other goodies had far more appeal to my palate - and nostrils.

About 24 hours after we boarded the Queen Mary the tugs began slowly easing her out from her mooring, turned her and slowly worked her out into the shipping lanes of New York harbor. After all the secrecy surrounding our boarding it seemed a bit incongruous that we should announce to all the world that afternoon that many thousand servicemen were on their way somewhere out into the Atlantic. Fog horns were blasting away, aircraft circling overhead, while almost every person aboard crowded the decks waving to one and all. It was approaching dusk as we saluted the Statue of Liberty, slowly picked up speed, and entered the open sea - and turned south. South? Then we must be on our way to Africa after all - or was it to be South America?

Dawn, and the sun brought its welcome warmth but something was amiss. The sun was on my right and we were going north! Nothing to see from horizon to horizon except water; no convoy, no protecting man-of-war, not even any air cover. We are one lonely ship in all that water but with several thousand pairs of eyes anxiously searching for periscopes. Is our Navy so severely strained that they must allow such a precious prize to venture out on the Atlantic alone - especially with me on board? But no, the word came down and then passes quickly through the worried men, that nothing is more important than speed. No warship can match the speed of our over-loaded ship for she cruises above 30 knots and has a top of near 36. These reassuring words sounded logical and yet how do you outrun a well aimed torpedo? What happens if a sub just happens to be sitting ahead in just the right position? But with fine weather worry is forgotten.

Now that we are travelling north and east and every point of the compass in between, just what must our destination be? Iceland, Ireland, England? With very little else to do, we had an unending list of questions.

On the third night out rumors had it that we almost had to test our fears of evading torpedos. It was my turn to sleep indoors in that warm bunk six feet above the floor. Great! A good night's sleep in store. Wrong. One of the ship's submarine avoidance procedures throughout the voyage was to alter course every three to seven minutes first zigging one way and then zagging the other. However, with the apparent threat of Nazi submarines picked up on the ship's sonar, speed was increased to maximum. The combination of near 38 miles per hour, no gyros and frequent sharp turns made sleeping not only impossible, but down right dangerous. Unlike a motorcycle or bicycle which leans into a turn, a ship rolls away from it, listing badly. In a bunk you either bang into the wall or hang onto the bed to prevent falling out depending on whether the Queen zigs or zags.

In each turn, as we reached maximum list, it felt as though this was going to be our last, Surely we are not going to right ourselves this time but will continue on over. We are creaking and popping like an old Chinese junk, the whole ship is vibrating and shuddering from the enormous power of full speed ahead. It is going to roll on over -- no, thank goodness, and we can breathe again. But a few moments and it is the same thing all over again except in the opposite direction. And the scene was repeated hour upon hour. Altogether a fearful night to remember without a swim.

All afternoon I've been wandering all over this huge ship trying to find some place that might help me from completely losing control of my queezy stomach. A sailer I am not, it seems, even after nearly four days out on this rolling Atlantic ocean and aboard about the largest ship afloat. But finally, up near the bow on the port side rail where I can see the ocean being lifted in a high, curving arc as this behemoth cuts through the waves, my stomach slowly begins to settle. But if unsuccessful, I'd also be in a fine position to dispose of my problem.

Now I can watch the occasional flying fish blast out of the water, spurt up into the air and soar in the breeze and then splash down; admire the the irridescent ocean spray as it drifts past, and try to forget this miserable edge of nausea. Could it have been that wild ride of last night or my intake of chocolate, perhaps both?

As daylight slowly faded Carl and I made ready for our night out on deck. We donned most every piece of clothing from our "A" bag, wool pants and shirt, jacket and overcoat, and our one allotted blanket and headed for the open deck. Would have liked to have more but that's all there was. We selected an area earlier and now got as close to the bulkhead as possible. Soon thousands more joined us until, when looking down on this mass of horizontal humanity only a narrow band of deck was visible next to the railing to permit the ship's crew to perform their tasks. By packing closely together we lessened the impact of the cold ocean air as it zipped past. The hard deck wasn't a bit comfortable, either, but it wasn't long before we were blessed with unconsciousness.

My cold and cramped bones woke me up at dawn. I was more chilled than usual due to a misty fog surrounding us. But something else had changed too. The wind was less severe and we were maintaining an even keel. Over at the port rail (this whole voyage has had a left-handed viewpoint) I soon discovered the reason for the change - LAND! Peeking out from under the skirt of the fog was

solid, green, beautiful land! A deserted pile of rock would have been most welcome, but I'd never seen such hues of green.

The Queen Mary had reduced speed and was slowly negotiating the waters between Northern Ireland and the islands and peninsulas of Scotland. As we passed the isle of Arran the protective planes of the Royal Air Force joined us and maintained a tight vigil against any possible attack by the Germans.

As we dropped anchor in the River Clyde I observed the prettiest scene ever to bless these eyes. It will remain with me always. My California desert home could never compare with this. A mile or so across the water a carpet of vibrant shades of green climbed out of the bay, upwards to disappear into a misty white puff of clouds. Scattered through this carpet were small white homes looking as if someone had taken a handful of white stones and tossed them about. Absolutely gorgeous, unforgettable.

Now, disembarkation.

67th's Most Famous Aircraft



B-24D #41-23817 L "SUZY - Q" Original 67th
Rear - L to R: Millhouse, Ullrich, Wandtke, Bishop, Susan,
and Collie
Front - L to R: Unknown, DeVinney, Brown, Capt. Moore, and
Klingler. Photo taken before leaving the U.S. 1942.

Solid ground! Most welcome, unsinkable, sweet smelling, beautiful foreign ground. The Queen Mary was a great ship but I'm really happy that that portion of the journey is now but a memory. Even here in Greenock portions of sunken ships are visible in the river bearing mute testimony to many prior raids by the German Air Force. So there was feverish activity to empty the ship as rapidly as possible utilizing a fleet of small boats scurrying between the dock and the Queen at anchor out in the River Clyde. Soon all of the 44th ground echelon has joined me, waiting to board our train.

Like most of my companions on this trip, it was our first experience outside of the continental U.S. Sure, I'd been down across the border to Mexico for part of a day a few times, but Scotland is 6,000 miles from home. So now, with every passing moment something new or completely different appeared for comparison or wonder. All conversations were directed toward these new foreign sights.

There, up ahead of us is a railway station where a troop-train is patiently waiting for us. Finally orders are shouted our way, pick up our belongings and trudge on up to the station. There to greet us were some hardy Scots warmly(?) dressed in their tartan kilts and endeavoring to make us feel welcome with their lively bagpipe music. The train itself was much smaller than those that cruise the vast expanses across the States. In fact, the passenger cars are almost toylike by comparison. But even though much smaller, these cars do have some advantages over ours.

The first obvious difference is the method of boarding. Rather than entering at the front or rear of the car as we had to do so many times in the States, here we merely opened one of the many doors and step into the small compartment which had opposing bench-like seats. At the far end of the compartment was a sliding, windowed door that provided access to a long corridor running the length of the car.

The train station itself was built up to a level with the train - right up to a few inches of the train itself. So entering was both easy and rapid. Soon, we were slowly underway, easing out of the station at Greenock and there to be met for the first time by the young children. It seems that children everywhere are drawn like a magnet to soldiers. As we were to learn later children would appear like magic whenever we left the base. "Please, sweets, gum, cigarets???" And quickly the windows were opened and everyone was throwing these items to the kids along the tracks. The kids were soon joined by others when they saw the rare items sailing from our train windows.

Gathering speed, the crowd was left behind and we were on our way southward towards Glasgow - and England.

After several hours of expressing through both small villages and larger cities, we stopped in the Midlands of England at Crewe. Why? Calisthenics, of course. Yes, right in the middle of the city's train station. Nearly 900 officers and enlisted men fell out, formed four lines along the platform as best we could, and proceeded to jump and flail our arms, etc., much to the wonder and some amusement of the natives. We were told the calisthenic activities were scheduled to get the kinks out, but I rather suspect they had a more immediate reason. Most of us aboard the "Queen Mary" had had no opportunity to take showers or baths, as fresh water was limited to drinking, etc. Salt water doesn't do much with a bar of soap. So without changing clothes, little cleaning

and cramped up in small compartments for many hours, I'm afraid we were more than a little ripe. The exercise, mixed up with fresh air, temporarily alleviated the problem - I think.

We slowly made our way back on board but not before we managed to grab some hot, unsweetened tea and "cakes" which were so freely given to all travelling servicemen. As we were to learn and appreciate over and over again, almost all train stations have booths or facilities where some type of refreshment was graciously given to all of us.

Back on the rails southward, we rocketed along occasionally slowing and hearing the rather haunting sound of our train's whistle as it warned of our approach. As we passed the crossing we could see gates that had been closed manually to prevent pedestrians, bicycles or an occasional vehicle from crossing. It appeared that most of these gates were opened and closed manually as I noticed no automatic equipment here. Also, the farther south we went, the more balloons we saw tethered by heavy cables to discourage low, strafing or dive bombing.

Naturally, there was no luxury of a dining car (if any did exist), so out came the "D" rations that were issued to us the day before we disembarked. There always has been criticism of the "D" rations, but when you are hungry you will eat almost anything. I must have been in worse shape than I thought because I not only ate all I could get but it actually tasted good!

As daylight faded, we were introduced to our first blackout instructions. All doors and windows must remain closed and the double covering tightly in place. ABSOLUTELY no light can be allowed to be seen outside, no matter how dimly lit the inside might be. With darkness also came fatigue, irritability and occasionally fitful sleep.

Finally orders were received to get ready as the long train ride would soon come to an end. It was long past midnight and an air raid warning was in effect. So use caution - extreme caution - not to show light of any kind, including cigarettes. London was receiving its nightly attack by German bombers about 30 miles away, occasionally circling in our vicinity before or after making their bomb run.

That uncomfortable chill of fear accompanied me as I followed my buddy out into total darkness, and as usual, toting my worldly goods on my shoulders. Up steps and into a waiting British lorry, pack in tight, and then slowly pulling away. The driver apparently has to almost feel his way along the curving, narrow roads as his headlights were only narrow slits cut into covers over the light itself. Now, finally barracks! Open one door, close it, open the next one (if you can find it), enter and then close it and you are in a large room full of beds, all in a row. In a few seconds one of those beds is full of me as it was 3:30 AM. Who cares where we are!

Next morning and not very early I awoke to see that we were located in low rolling green hills where barracks were widely separated and sprinkled along country lanes. Naturally, all were suitably camouflaged. Meandering through the general area was a section of the Grand Union Canal, built in the 18th century to provide a water route for barges carrying goods to and from London and the

industrial midlands of England. Bordering the canal and a hump-backed old bridge over it was a Pub! How about that. A fine, old English Public House right there on our base!

But, where are we? Cheddington aerodrome we are told. And where is that? Near a small village of Tring - intriguing and musical name, that. Is this going to be our operational base? No, just a temporary place to stay until our permanent base is completed. We learn that it was necessary to billet us here temporarily until our permanent base has another layer of concrete installed on the runways and taxiways in order to support the many B-24 bombers and



SHIPDHAM AIRFIELD STATION 115

Main runway runs east-west. Note the three hangers on the bottom right. The living quarters are widely dispersed south of the flight line - road is barely visible to them in right lower corner, tree lined.

heavy weight of our fully loaded B-24's which should be arriving in a few weeks.

With nothing but time on our hands and few coins in our pockets it's back to basics. Endless reading of Articles of War, rifle drills, Gas Mask drills, new O.D. woolen gas resistant clothing (special flaps, etc. at all openings at wrists, front, fly), orientation meetings, meeting our allies, and of course, the last resort, close order drills - by the hours. So much so that within a couple weeks many G.I. boots began to wear out - and no replacements. Then, enterprising officers began utilizing newly-acquired bicycles to save their shoe leather while directing us in further close order drill until too many boots were holey.

The unlikely combination of a pub bordering a canal, inky blackness, a bridge and shaky American bike riders (all of them being officers) resulted in several unintentional dunks in the murky water as well as some cold underwater explorations for submerged bikes.

Even the time-enduring military requirement of saluting of all officers was temporarily modified. It seems that an incident involving an officer riding a bicycle for the first time in very many years was having trouble negotiating the bridge over the canal. A Private had been posted to guard this same bridge, and seeing the officer approaching, promptly snapped up a smart salute. The officer was having more than his share of trouble trying to stay upright as the bridge was arched in the center and not too wide. But he bravely attempted to answer this salute with one of his own - and promptly went over the edge into the canal below - him, his bicycle, and his pride. He breast-stroked his way to the bank and climbed out, thoroughly soaked and bare-headed. "Now, Private, why in the devil did you have to salute", he bellowed. "Regulations, sir!"

"Now, how in the devil am I going to get my bike and cap?"

"Beg your pardon, Sir, but you can't get any wetter than you already are", said the Private.

Seeing the logic, the officer dived back in, surfaced, dived a couple times and successfully retrieved the bike and cap, and struggled ashore one last time! But next morning the bulletin board loudly proclaimed that no longer should officers be saluted while he is riding a bike.

The base itself seemed rather temporary. The flight line had a few permanent facilities but no large hangers. Living quarters were widely scattered - as they should be - but there was no sewer system. Latrines were therefore of the self-contained type. That also means that they must be periodically emptied. So guess what all of the Privates in our outfit were assigned to do? All too frequently it was the Honey Bucket Brigade! Now I have another work detail that rates right up there with guard duty. Many times YES, it was good to hear that we'd soon be moving on to Shipdham.

The English people are amazing. They have been at war - total war -- for two years now. And everyone seems to be doing his or her part to keep the Germans away from their homeland. The youths

are in the services if old enough or in military production of some sort. With the men gone all over the world fighting the Axis, many of the women are taking their places in the factories, fields, and home guard. The older men do their part with fire watches and patrols and home guard. They have precious little food due to severe rationing, no autos, and inadequate clothing. But never do I hear them complain. Cheerfulness and good humor is what I found. In my wandering from city to city on the buses. I have been approached many times by people who sincerely welcome me and thank us Yanks for the sacrifices that we are making for them. Truly heart warming, and I feel great compassion for them all and am happy to be serving on their side.

September 15th was one of the better days as it brought the first mail since before Fort Dix. And with the daily drilling taking its toll on our shoe soles, we had the day off. Now the extra pair of shoes that I (and Carl) had smuggled into our "A" bag came in very handy. We just put them on and followed the canal about three miles into Tring. It was almost dark when we arrived making it difficult to find our way around. But there were many people out in the blackout who gladly gave us directions. It was obvious that the main attractions were the Pubs, which could be found by following the people or closely watching for a very dull and covered light. When we got past that double door system we found ourselves in our first Pub. First, throw out all your old concepts of American bars and start over. Begin with a neighborhood house that opens its doors to all strangers. It welcomes those who desire a pint or two of ale, invites them to a game of darts, hopes they will join in with others in group singing regardless of the quality of voice. Friendly conversations and discussions abound. Even though I cared little for the warm ale or scarce Scotch whiskey, I immediately fell in love with the Pub tradition, where I met many friends such as Polish allies speaking little English, British soldiers and civilians.

After the inevitable "Time, Gentlemen, time" we were back out into that inky darkness trying to get our bearing. Several of our newly-found friends walked us down the street, arm in arm, taking us to the edge of the village and advising us how to find our way back. Sure, we had our brilliant American flash-lights with us but every time we tried to use them there came a chorus of "Mind that torch!" - the night wardens or fire watch men were everywhere, it seemed. So it was better to watch the skyline and try to develop some night vision by looking past an object to better see it - not directly at the object. I never did get the hang of it, try as I did. I guess it was due to my many years in the brilliant sun of the Mojave desert that prevented my eyes to adjust to these dim surroundings. I could barely distinguish buildings across the narrow streets when the natives were calling to friends they recognised. Even after three winters over in that blackout I had to depend upon the silhouettes of buildings in Norwich to find my way around.

With shoe leather worn out by the incessant marching, a couple friends and I put on our smuggled civilian shoes, walked along the canal to Tring daily to ride local buses eastward to Watford and westward to Aylesbury. Cost to servicemen was minimal.

so we took in all the routes available. The upper level permitted much better views of this most picturesque countryside, up in the front row whenever possible.

And in the town, villages and cities what impressed me most was the seemingly timelessness of everything. Most buildings appeared to have been there for ever, just like the hills and valleys. The stone streets, curbs, narrow stone or cement block sidewalks, the homes - all shouted age and history, "We've been here for centuries and will be for many more!" The streets and lanes have been utilized for centuries on end and appear to have occurred out of necessity, rather than any pre-planning. Only those roads of Roman origin were designed for military use from one defensive point to another, and as straight as terrain permitted. It seems the haphazard growth lent itself to the charm, character and beauty of the country. I found myself many times trying to envision life long past, seeing the knights of old walking in my same footsteps - and found it easily done. The scene must surely have been almost the same, only the participants have changed.

Allied Airplanes. Cheddington Aerodrome has been devoid of aircraft ever since we arrived. It is completely camouflaged, even to having small wood chips and pieces covering all of its runways and taxiways. To better acquaint us with our allied planes the R.A.F. brought in a few of their planes for us to see close up. The Spitfire is a splendid fighter, very pretty in flight and maneuverable. I even enjoyed the sound of her engine. The Halifax appears too old, boxey and slow. Her .30 caliber machine guns seemed small and ineffective, but then, it is a night bomber where most of the danger (at that time) was from flak. I did admire the machine gun ammunition supply system which had a long continuous rack which permitted automatic feeding to all guns. Much better arrangement than the cans of ammunition that was standard on our early "D" models. The four-engined Lancaster bomber had a very thick wing that provided tremendous lift. Perhaps it appeared so thick as I compared it with our own Davis-winged Liberator, which was so slim and thin.

They gave us a flying exhibition with the Lancaster being the most impressive in my estimation. They "feathered" one outside engine and then proceeded to bank into that dead engine - always a no-no in my experience. No problem! Then they feathered both engines on one side and still flew and maneuvered with apparent ease. Very impressive, but I still believe we have the better aircraft. All we needed then was a chance to prove it.

At that time the invasion of England by Germany was still a possibility, though not as acute as earlier. Consequently almost every field of any size still had dead trees, stumps, limbs and other obstacles scattered about to discourage airplanes or gliders from landing (but hazardous for our later crash-landings). Nearly all road signs had been removed, making travel difficult for all except the local inhabitants. One afternoon when our Squadron took one of our cross-country marches complete with rifles, packs, etc., I was in the front row of four marching abreast. We were a mile or so from the base, following a narrow winding country lane. As we marched around a particularly sharp bend, I looked ahead to see two small lads playing in the road.

Hearing us, they turned and looked at us for a few seconds, then jumped us, yelled "Germans", turned and ran for their very lives. No doubt we were the first Americans they had ever seen and proved how very real an invasion possibility was to them.

Food. For the four weeks that we were at Cheddington - and for several months at Shipdham - we participated in the Lend-Lease Program. I started to say benefit from the program, but we only participated by receiving British rations. We got our share of mutton, fish, potatoes and some vegetables, and unwrapped, hard crusted and tasteless bread. It was fair, at best, when compared with the tremendous fares put on by our great cooks back in the States. However, when compared with the quantity and quality available to the average household in England, it was way above average. We didn't go hungry. Once, for a supplement, I wandered into a well-stocked sweet shop in town and tried to buy some of that delicious looking candy I saw in the window. Ration card? No? Well, if you had a card you could buy two ounces a month! Live and learn, I goofed again. The only food readily available it seemed was fish and chips - and were they good! Served hot, sprinkled with salt and vinegar, wrapped in a newspaper. Stepping away from the counter we'd quickly tear a hole in the paper and have a feast.

On October 1st (or 4th?) the first of the Air Echelon arrived at Cheddington when several planes of the 66th Squadron scattered the wood chips covering the runways. And a proud moment it was to see those new B-24s touch down and taxi in. This was more like it! Soon we can stop playing as soldiers and get on with the business of taking the war to the Germans.

We were all getting impatient with nothing to do. The lucky or good poker players had been "working" each night getting their share of the new English money until most of it was in a very few pockets. Time was quite heavy on our hands so it was with relief that we learned that we would be moving out on the tenth of October. We departed Cheddington at 1100 hours, once more on a train, heading for Shipdham.

The trip was relatively short this time, and we detrained at Thuxton station - a station but no visible village - before dark. Best of all, as we were approaching the field, circling above us were the B-24s of the 67th and the 68th Air Echelon just arriving from Scotland and their Atlantic crossing.

STATION HEADQUARTERS
Twelfth C. C. R. C.
Cheddington, Bucks
England

- 37 -

September 24, 1942

ROSTER OF OFFICERS

<u>NAME</u>	<u>RANK</u>	<u>ASN</u>	<u>DUTY</u>
GOODMAN G. GRIFFIN JR.	Major	0-337352	Station Commander
HYMAN SHACHTMAN	Major	0-271480	S-4 & Executive Officer
MAXWELL E. FINKEL	Captain	0-276327	Station Dentist
CHARLES F. BARTLESON	1st Lt.	0-464409	Station Adjutant
JAMES F. PATTERSON	1st Lt.	0-440002	Station Chaplain
NORMAN J. GAHN	2nd Lt.	0-649048	Special Services Officer
NELSON T. HOLDEN	WO (jg)	W-2104151	Station Mess Officer
WILBUR J. SIMONS	WO (jg)	W-2102381	Post Exchange Officer
WILLIAM B. MICKLEY	Captain	0-342667	C.O. 66th Squadron
EVERETT H. VAN PATTEN	Captain	0-469518	Acting Group S-2
ROBERT C. BOCK	1st Lt.	0-469533	Sq. Surg. & Sta. Med Sup Off
THOMAS J. DUNN	1st Lt.	0-292522	Asst. Station Supply Off.
WILLIAM O. BLADES	2nd Lt.	0-854018	Asst. QM Supply
VINCENT J. CANNELLI	2nd Lt.	0-559662	
PETER A. DEISCH JR.	2nd Lt.	0-1548194	Station Ordnance Off.
JOSEPH E. FLAHERTY	2nd Lt.	0-727978	
LESTER D. McCLUSKEY	2nd Lt.	0-659993	Asst. Operations Officer
JOHN Y. REED	2nd Lt.	0-660004	Operations Officer
DAVID M. USSHER JR.	2nd Lt.	0-649128	
ALBERT L. SOLANDER	2nd Lt.	0-439543	Range Officer
SIDNEY G. McGAVIC	2nd Lt.	0-561587	
WILL R. VAHRENKAMP	2nd Lt.	0-562239	
JAMES E. WADE	2nd Lt.	0-854226	Communications Officer
GLENN WEST JR.	2nd Lt.	0-562323	
LEWIS W. WRIGHT	2nd Lt.	0-562389	
HAROLD FAUST	2nd Lt.	0-854339	Utilities & Billeting Off.
JOHN D. YOUNG	Captain	0-381454	C.O. 67th Sq. & Actg. Sta. Surgeon
CARLILE CRUTCHER	1st Lt.	0-905334	Sq. S-2
ROBERT E. ADAMS	2nd Lt.	0-559525	
CHARLES M. ALLEN	2nd Lt.	0-559534	Station Transp. Officer
JOHN D. BLEDSOE	2nd Lt.	0-726990	
JOHN J. FINCH	2nd Lt.	0-439556	
STANLEY J. GAWELKO	2nd Lt.	0-854803	
RALPH I. LIPPER	2nd Lt.	0-854725	Fire Marshall & salv. Off.
SAGER T. McDONALD	2nd Lt.	0-561580	
LAWRENCE J. ROETTO	2nd Lt.	0-727264	
HAROLD H. SANBURG	2nd Lt.	0-854446	
JAMES W. VAN KOTEN	2nd Lt.	0-449139	
HARTLEY A. WESTBROOK	2nd Lt.	0-728041	
DONALD J. WILLIAMS	2nd Lt.	0-463290	67th Sq. Adjutant
WILLIAM H. WEAVER	2nd Lt.	0-562296	
JOSEPH R. YRACEBURN	2nd Lt.	0-562401	
DAVID NATHANSON	2nd Lt.	0-1548515	67th Sq. Ordnance
ALFRED C. CARR JR.	Captain	0-904783	C.O. 68th Sq. & S-2
JOHN N. CLARK	1st Lt.	0-344213	Station Supply Officer
BENNETT J. LA COUR JR.	1st Lt.	0-1683006	68th Sq. Surgeon
JACK W. BASS	2nd Lt.	0-559576	Squadron Adjutant
ROBERT C. DICKENS	2nd Lt.	0-559735	Provost Marshall

ROSTER OF OFFICERS - 12th CCRC, as of September 25, 1942, continued

<u>NAME</u>	<u>RANK</u>	<u>ASN</u>	<u>DUTY</u>
CLARENCE M. DOOLEY	2nd Lt.	0-1548197	Sq. Ordnance Officer
HARRY A. DURHAM	2nd Lt.	0-449141	Sise. Officer
JOHN J. GAVIN	2nd Lt.	0-727332	
BERNARD U. GLETTLER	2nd Lt.	0-854422	DS Wing
KENNETH H. MOORE	2nd Lt.	0-727249	
MICHAEL J. NERI	2nd Lt.	0-854195	
CLARK E. SWANSON	2nd Lt.	0-728034	
CARL C. THOMPSON	2nd Lt.	0-443366	
HERBERT C. WOODRUFF	2nd Lt.	0-562377	
RUSSELL C. LEHR	2nd Lt.	0-561492	
IRWIN MERVIS	2nd Lt.	0-561674	
HENRY B. KAITALA	2nd Lt.	0-727999	
CHRIS SAND JR.	2nd Lt.	0-386917	A.C. Supply Officer & Station Engineering Off.

ATTACHED OFFICERS

BENJAMIN B. GREGORY	1st Lt.	0-294081	Station Signal Officer
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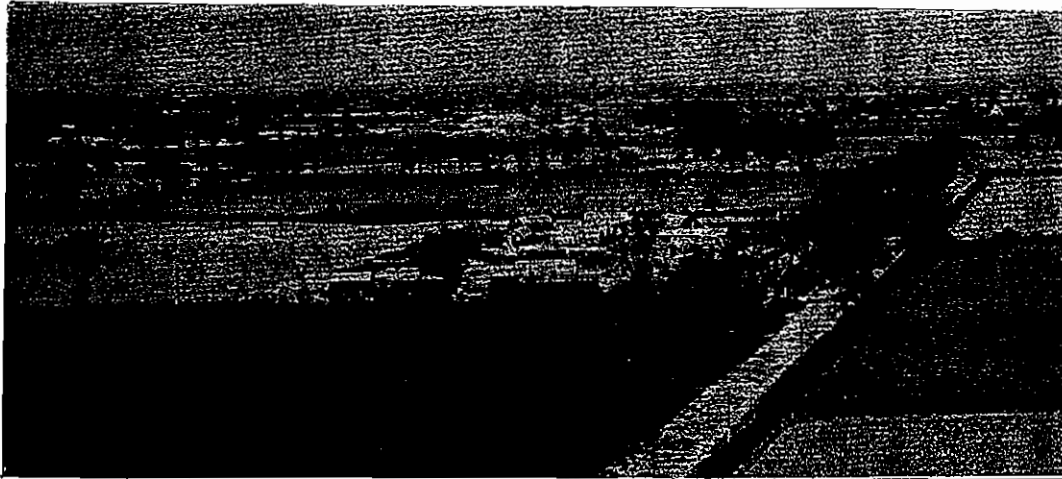
BRITISH OFFICERS

M. K. McGREGOR	S/Ldr.	76326	RAF Liaison Officer
J. H. WALTON	P/O	118974	O.C. Defense Flight

(Courtesy of Colonel Goodman G. Griffin)

S H I P D H A M

SITE 3 67th SQUADRON HEADQUARTERS



Living quarters for most officers, combat personnel and higher ranked non-commissioned men. Hangers and flight line in far distance.

Looking East: HOSPITAL, SITE 1, and SITE 3



Base Hospital in foreground. Site #1 in center where most ground personnel were quartered. Note ambulances. Site #3 is top of photo; communal site, top right corner.

S H I P D H A M

AAF Base #115

While the ground echelon was cooling its heels at Cheddington, the U.S. Corps of Engineers were completing the modifications to the runways and taxiways at Shipdham by re-inforcing them to withstand the weight of our bomb-laden airplanes. However, in so doing it they also had to disturb the ground immediately adjacent to them. It also was necessary to move considerable dirt fill in order to level the area surrounding the new cement topping. Mother Nature then added her bit of moisture producing an unfinished product of MUD all around the flight line.

Mud also was found at all the Squadron's living quarters as the soil had not had time to "set up" following construction work. As a consequence, Arctic or rubber overshoes were an absolute necessity whenever leaving the barracks. The mud even carried over into the two main roads between the Community Site and the Flight Line. It truly was a mess through which many of us were forced to walk at least four times a day. Transportation vehicles were in very short supply. Those that were available were utilized to transport the combat personnel from their Squadron Sites, to and from briefings, and to and from their airplanes. Generally these were Dodge weapon-carriers, but some times the old reliable Jeeps also were used. During the time the crews were in the air we groundcrew often used these vehicles for shelter against the elements.

We sloshed and slid in the mud from barracks to mess, out to the line for pre-flight checks, nearly always very early in the morning and in complete darkness. After the planes were airborne, most of us then squashed back through the mud to the barracks to catch up on sleep. About noon it was back to the mess for some personal refueling, and on to the flight line again to await the returning planes. And wait, and wait. Nervous time.

The remainder of the day was spent in servicing the returned airplanes, filling the tanks with 100+ octane gasoline, oil, etc., grooming and repairing her until she was ready for another flight. If problems developed or if battle damage had been inflicted, we usually again made the trudge back to the Community Site for dinner; then, back to the plane to remain there until she was ready even if it took all night. Except for meal breaks, repair work always continued night and day until she was once more combat-ready. Then, and only then, the final trip back to the barracks for badly needed rest.

The 67th Squadron home was unique in that there were two separate sites - Sites One and Three. Site #3 was the basic one including the Orderly Room, Commanding Officer and most if not all of the combat crews. It was conveniently situated on the main road between the Community Site and the Flight Line, and here, too, lived the Line and Flight Chiefs and most of the Crew Chiefs. Site 1 housed most of the "line" personnel except the Crew Chiefs. Its location, though only about 150 to 200 yards across an open field from Site 3 cannot be reached except by following existing roads covering a distance of well over half a mile! The two sites did not have connecting road or paths. Base regulations stipulated that all traffic, be it by foot or vehicle, must follow

established roads or paths. Under no circumstances are new paths or shortcuts to be taken without dire consequences for the offender. Nevertheless, the temptation to short cut that ridiculous, circuitous, inefficient route to either the Community Site or to Site 3 was too great to pass up. Simply by climbing over a fence and sneaking along a hedgerow that was topped by trees most of the way to the Community Site our new path was all but invisible from the road or the air. So we shortened that outlandish walk at every opportunity. (See page 39 for aerial view)

The first winter out on the "line" was very difficult and terribly demanding. Our only shelter from the biting cold, rain or snow and even darkness was our plane itself or the weapon-carrier left by the combat crew. Of course the plane had no heating system for us nor did she have lighting other than instrument lights in the cockpit.

All maintenance or repairs performed in the early morning hours or at night had to be done by flashlight. No electric lights, ever. This same work could seldom be accomplished wearing gloves, especially working in the engine nacelle or accessory sections. So much of the time it was bare-handed work in freezing weather, and one could only continue as long as he could feel the wrench in his hand. Then someone else must take over while you somehow managed to work some feeling back into your frozen digits. There were no structures or buildings with heat close by, no line shacks, nothing - no place with a fire in which to warm up. And, of course, no open fires were permitted or advisable during blackouts. My remedy was to don my gloves and run up and down the taxiway, slapping my hands together - literally beating the circulation back into my fingers.

It was not until late Spring of 1943 that enough supplies and crated equipment started arriving in quantity for building material available for us to commandeer for our line shacks. The competition for this scrap lumber was fierce, but eventually most every dispersal had its own shelter. And as time passed some of the more enterprising occupants had constructed and furnished them more comfortably than the barracks. They all had "oil" heaters, some had bed and mattress, some with bunks and mattresses, some even with food. Had we not been in one-story zones some would have been multi-level. (See page 161).

Heat, that vital precious stuff, came from 30 or 50 gallon drums that we modified into "oil" heaters. The oil was easily obtained from used engine oil most often enriched with the 100+ octane airplane gasoline. Starting the fire was often quite challenging because of the mixture. If it was too rich there would be an explosion. Hopefully, the fire stayed in the drum and there were many a singed hand, hair or clothing. But the heat was lovely! Now we can complete our work much quicker and with less pain, more efficiency and more pride.

The barracks in Site 1 generally were designed with one large room, constructed from a fabricated material looking somewhat like asbestos and cement. The walls were thin and verticle, the room was cold. The roof appeared to be of similar material, except corrugated for more strength, and kept the rain out, but not

the precious heat in. In our barracks and those in our Site #1 anywhere from 30 to 45 men lived. There were two rows of beds or bunks, head to the wall and feet to the central aisle running the entire length of the building on one side and up to the one small room in the other corner where the barrack's Sergeant was. Directly in the center of the building and in the aisle was our central heating unit - a lonely, small coal-burning heater.

The day we arrived I spotted this heater and said that's for me, quickly grabbing the bed nearest to it. I thought I was being foxy by getting so close to this heat as the stove was about three feet from the foot of the bed. But I failed to consider the poker games in my haste. Where ever soldiers congregate along comes the poker games. And these games flourished every payday and continued every night 'till most of the money settled into the winners' pockets. That usually took from two to five days and nights. Of course those games took place as close to that fire as possible. In fact, right on my bed when I was away or not in it. But, when I hit the sack the game continued on, sitting on the edge of my bed and the one next to it with a make-shift "table" in between. Lights out at 9 PM didn't slow them a bit, out came the flashlights and spare batteries. Pure fatigue made it fairly easy to go to sleep even through the jiggling and bouncing, but occasionally a big hand or an unhappy loser brought me back far enough to mumble some choice invectives and threats of bodily harm to settle down those damna gamblers.

But the games continued on far into the night. When coal was tightly rationed the fire must be allowed to go out at 9 PM, but do you think that stopped the games? Hell, no! These guys could adapt to anything. Out came their blankets, wrapping up like a cocoon. How they could wrap up like that, deal and hold their cards and money, direct the flashlights to see, balance themselves on the beds, hold the table and still gamble is way beyond me. The skills of a magician!!

Somehow these associates of mine found the time and means to improve this life. By one means or another they managed to locate and to promote a vehicle to buy and transport firewood to our barracks. This was no small endeavor as fuel was very scarce. Axes, too, were found and we were soon splitting the logs suitable for our heater. Now, we can supplement that meager pile of coal that never was enough, and can have a fire every day of the month. We were on top of the world. (See photo on page 79.)

Later along in the war we had an enterprising duo in our barracks who shared the activities of obtaining fresh farm eggs while the other pilfered bread, butter, salt, pepper, etc. With fuel for the heater, they then set up a service for the men returning from their night out. They served great, hot fried egg sandwiches! Fresh eggs were exceedingly rare. To have one served to you at midnight after a long, cold ride was priceless. The cost? Just one package of cigarets! No money, it wasn't good enough. Business by barter, only. Cigarets were rationed, too, but I got about five packs a week on my card - and I didn't smoke. The cigarets cost me 5¢ a pack, just five cents for that delicious sandwich. One of the best bargains of the war! A perfect way to go to sleep.

SHIPDHAM - NORFOLK

AAF Station 115 nestled like a hundred others amongst the pastures and grainfields and meadows of the gentle English farm folk, is the home of the 44th B.G. From this once peaceful countryside, abundant in crops and grazing cattle, giant bombers now wing their way into the persistent clouds to carry death and destruction into Germany and the rest of Hitler's Europe. Here, to the ripping cough of a Browning, is settled the fate of many a Luftwaffe airman, and fires to rain on enemy cities are fashioned. It is a far cry from the carefree, indolent days of the "Ploughman", but it is not strange; for like the man behind the guns, the farmer is geared to war. Planes scream overhead, the tune of death roars from a hundred muzzles, while non-chalantly, and seemingly oblivious to the unfolding drama, the farmer sows life into the soil he still may call his own.

This is a typical American bomber base in England. In a field where once rippled a golden sea of grain now lie unfolded three broad ribbons of runway. The towering arbors are no more and in their place round bends and turns, winds a snakelike track where the bombers taxi. And on the summit of the rolling plain, like sentries in the mist, stand three sulky hangers. Liberators glide swiftly by in the morning murk, a cacophony of sound, beauty and power, till with a final roar, like one of defiance, the last one vanishes beyond the horizon into the East.

This, then, is a typical American Bomber Base in England. It is the home of a Group which has roamed the enemy skies mid clutching death and flames. From Bordeaux to Ploesti, Hamburg to Berlin, through flak and pounding cannon, it has flown into the greatest aerial battles the world has known. Its trails are written in the skies of Europe. It has seen death in all its ugliness, cruel and remorseless, and the toll it has in return exacted add a glorious chapter to a great nation's history.

Though the 44th BG as an entirety is responsible for the achievements which have made that Group famous, this chronology shall deal particularly with the individual deeds and personalities of the men of the 67th Squadron. For example, the saga of Suzy-Q; sketch of her crew chief, Mike Ulosovich who sent her out on an unbelievable number of missions without an abortive; the legend of "Pappy" Moore, etc. But whatever distinction is manifested of the 67th, it need be made clear that this was made possible through the co-operation of the remaining squadrons of the Group which flew side by side with the 67th under the same conditions and the same fire and flak.

October winds were blowing when the 44th reached Station 115. It was 1942. The drums of German victories were still heard beating in the distance; its U-boats were disrupting shipping in all the seas; its planes roamed about virtually unchallenged, and the goose-step of the Wehrmoct, though growing fainter and fainter, still clattered on the cobblestones of beaten countries. It was nearing the close of 1942, still a dark period for the Allied Nations; The days of the London blitzkrieg had gone, but the inaction was ominous. And war materials from across the seas merely trickled into the vast emptiness which was England's defense. But soon came word from the Admiralty that the menace at sea was being met and defeated. Supplies of war began to arrive in greater quantities, and more of the Allied convoys docked in British ports. The tide of the war at sea had turned, and now the time was drawing near to turn the tide in

the sky.

October 1942, and training was hard under way. Mechanics in meager clothing toiled unceasingly in the chilling winds which sweep the flatlands, while planes droned overhead unseen through the mist and lowering clouds. There, men reared in the sunlit skies of the South and West had learned to hurdle confidently through the restless clouds. But training went on down below, too; lectures for those who would carry the war into Europe, and strenuous toil for the mechanics and ground personnel who would make it possible. October was ending, but had taught many things. And this realization, added to the knowledge that there was much more to learn, implanted into the mens' feeling of confidence.

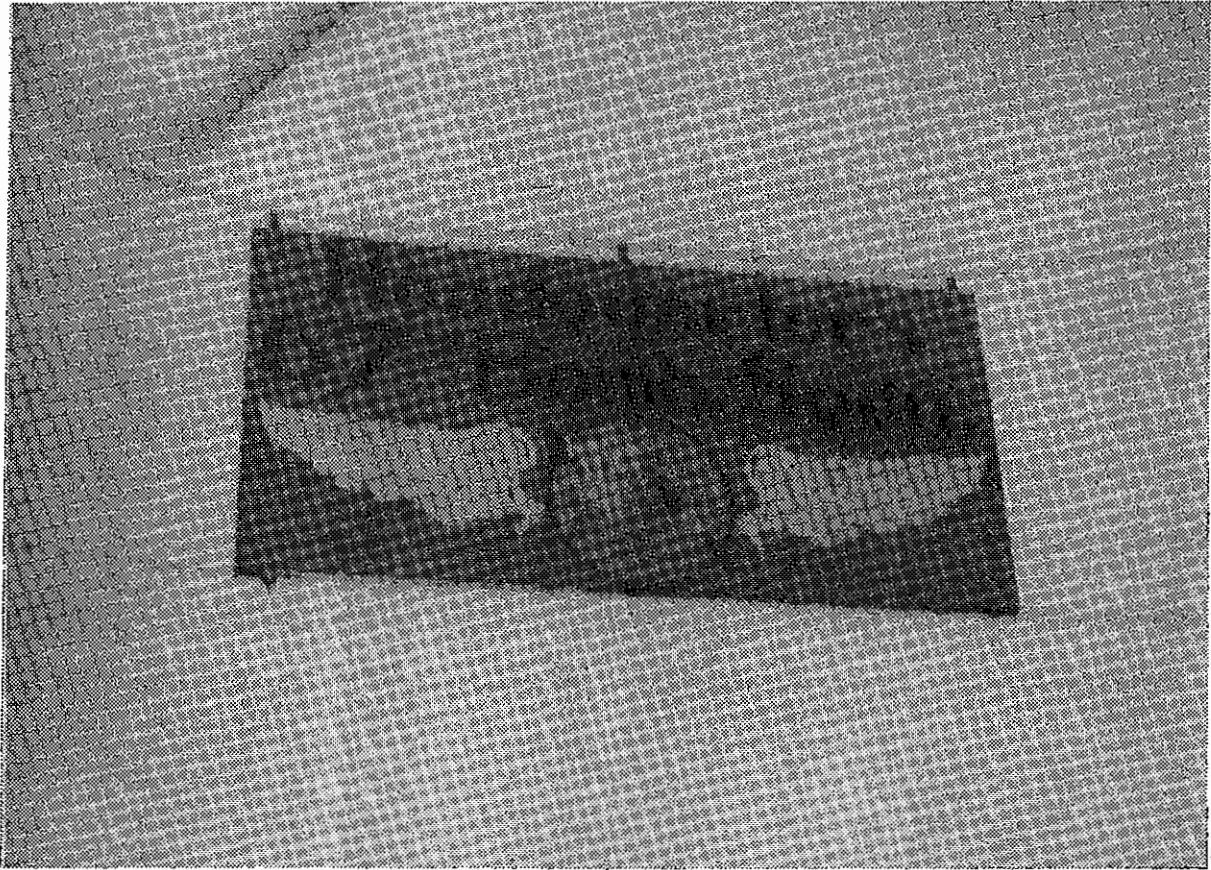
The following month, November, was one of respite for the 67th. Its planes rested in Ireland undergoing important modifications prior to being sent into battle, and now only ground training continued. The remainder of the Group, however, had been making diversionary sorties; the first on the 7th of November to Cape de la Hague, the other to the French coast off Selsey-Bill. But, at long last, the 67th Liberators returned from their modification centers, all in readiness for the job that lay ahead. Two 67th planes participated in diversional sweeps on both the 17th and 18th of November. All other action was scrubbed by poor weather but only after dedicated efforts.

The 6th of December was to have been baptismal day for the 67th over Abbeville, the target being Abbeville-Drucat airdrome. Instead, it brought the first casualty to the Group when Lt. Dubard of the 68th Squadron and his crew battling furiously against a swarm of FW 190s, was sent crashing, ablaze and bullet-ridden, into the channel. Having failed to receive orders to return to base as had the 66th and 67th, the 68th, alone and unescorted, proceeded to the target. There they were met by heavy flak and a large number of fighters, with the ensuing results. The flight also brought to the Group the first DFC, this going to Lt. Holmes for exceptional bravery in landing his damaged aircraft though seriously wounded in the head. The 68th A/C lost was #41-23786 along with 10 men of the 68th Squadron.

After two missions were scrubbed and one aborted due to heavy clouds, Romilly on the Seine was hit on 20 December. Its sprawling hangers and railway marshalling yards offered an excellent target, and tho' only two of the 67th planes completed their missions (Capt.'s Moore and Hall), results obtained were said to be good. Several direct hits were made in the target area, and there were many near misses. Large numbers of enemy aircraft appeared in the sky - mainly FW 190s and JU 88s, and a number of Fortresses were seen to crash. Lt. C.E. Price, pilot of 67th's aircraft #41-23832, crossed the target on his bombing run but the bombs failed to release. Other causes for abortive aircraft ranged from supercharger trouble to machine gun freezing and oxygen failures due to ice and severe cold.

An unbroken series of missions scrubbed now fall to the lot of the 67th. Awakening in the very early hours of the cold winter mornings time after time, only to learn later that operations have been cancelled, the Squadron's morale, ground crew and air crew alike, was reaching a low level. The engineering section had labored long and hard to keep the aircraft fighting fit, the air crews had studied hard to fly them. But things were progressing too slowly for them all, and after Romilly Sur Seine, the next operational mission fell

exactly two weeks later, January 3rd, 1943. This time it was St. Nazaire and its submarine pens - and also to all who fly, "Flak City".



67th BOMB. SQDN. HEADQUARTERS

This sign was above the entrance to Site 3, suspended from cables between two tall poles. The 67th's Orderly Room was just to the right past this sign.

OPERATIONAL ACTIVITIES

Nov. 6. The 44th Bomb Group was placed on Operational Status!

Nov. 7. This date brought the day of days - the first actual mission for the Group. The mission consisted of a diversionary sweep over the North Sea to a point north of Cape De La Hague and back again. Seven ships took off, one returned early, five performed the mission and one landed at Great Elmswell Airdrome. The 66th sent two ships - Miller and Adams; and the 68th sent five: 819, O'Brien; 813 Holmes; 776 Sullivan, 800 Cramer, and 699 Phillips. The purpose was to draw the enemy off its defensive measures while other Groups went on to the intended target; and secondly, it was to give our pilots some sort of "feeling" for what was expected and to acquaint the ground crews more readily of many new functions that all of the practice missions in the world would never reveal. Sortie credits were given and all aircraft returned to the base without incident, having encountered no type of enemy action.

Nov. 9. This mission represented the first mission the 44th Gp. actually dropped bombs on enemy-held lands*. The 68th had the honor to represent the entire Group on this mission with six aircraft. The target was attacked from a height of 17,000 feet at about 1405 hours. The target was hit with two crews claiming direct hits and two others state that their bombs fell on the dock area near the Lock Gates. Fires and heavy, billowing smoke belched forth from the area. This mission also was the first to provide a baptism of enemy flak which was moderately heavy but inaccurate. All A/C returned to the base without damage, but wiser in what to expect.

Nov. 10. Another mission was planned - this one to Bordeaux - but it was scrubbed. This was the beginning of a long series of "scrubs: during the changeable weather of the winter days ahead.

Nov. 14. This date brought another diversion with five aircraft of the Group - 1 67th and four 68th - took off but one aborted due to turret failure. The four remaining proceeded over Selsey Bill to a point 20 miles north of Cherbourg and return. On this mission three squadrons of British Spitfires escorted our ships, which was the first time our planes had operated with fighter support. Practically all of the 66th planes were still in Ireland at this time for modifications.

A word of explanation about the diversionary flights - it is one of the most successful methods of throwing the enemy off its attempts of anticipation of the target area of the major forces that the Air Forces dispatch. At the same time it is useful by acquainting the flying crews of the flying conditions over England and also its topography.

Nov. 17. On this date the fifth combat mission for the Group was scheduled. Six planes of the 67th and 68th Squadrons took off for the Maupertus Airdrome at Cherbourg. One plane turned back due to mechanical failure and the five proceeded to the target. The target area was completely obscured by clouds and therefore no bombs were dropped - in keeping with the policy of bombing Military Objectives only in occupied countries. General Hodges went along on this mission with the 67th's Major MacDonald.

Nov. 18. Six planes of the 67th and 68th took part in another diversion over the North Sea. The diversion started from Start Point to Lizard Point - again without incident. (Cornwall area)

* - Target: St. Nazaire, France

November 23. The 66th planes and crews returned from Ireland all set for the next mission. Practice bomb runs - Isle of Man.

Nov. 26. Another mission was scheduled for today but bad weather forced abandonment of it.

Thus ended November with the Group getting a small taste of combat flying over enemy territory. But the big question in the mind of everyone is: "When do we hit Germany itself?"

DECEMBER

1. An early morning alert but unfavorable weather prevented it.
2. An early morning alert for Abbeville, France but was scrubbed at take-off time.
3. Rain and fog seems to be in favor of the enemy.
4. A visit was planned to the Abbeville Drucat Airdrome in France but it had to be abandoned just prior to take-off - bad weather again.
6. The 44th BG took off today to attack the Abbeville-Drucat Airdrome with six planes of the 68th leading the formation. However, a recall was sent out and the seven planes of the 67th, along with the 6 66th's responded by returning to base. This left the six planes of the 68th to go on alone as they did not hear the recall. With the two flights led by Capt. Cramer and O'Brien, the squadron dropped 111 bombs on the target area and 20 additional bombs were salvoed over the target. As the planes winged their way back from the target they were attacked by thirty FW 190s in waves of two or three from dead ahead. Early in the encounter, the #4 engine of Lt. Dubards ship was knocked out and the #3 engine damaged. The A/C valiantly attempted to keep in the formation because of the inherent dangers of a single plane would encounter. Finally, the plane was forced to drop out of formation with the #2 engine giving additional problems. The gunners of Lt. Dubards ship gave fierce battle with their .50 caliber guns and one FW 190 was seen to burst into flames. Shortly afterwards another enemy a/c was hit and it, too, crashed into the ocean. All of the enemy aircraft then concentrated their attacks of this ship while Lt. Dubard was vainly attempting to start #3 engine.

A third enemy aircraft was seen to be hit, burning and with a part of the wing shot away and was claimed as a probably destroyed. At this time the enemy ceased their nose attacks on #786 and two of them attacked from dead astern and slightly below, holding their position which was just below the range of the top turret, for several seconds. The tail turret was seen to stop firing, pieces flew off and the 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 then broke into flames. At the time it hit the water only #1 engine was still functioning.

This was the first loss of a plane and crew in Operational Flight for the 44th Bomb Group, as well as the first enemy aircraft destroyed. A total of five enemy aircraft claimed as destroyed.

(Then) Lt. Cameron continues, "Then late on 6 Dec. 1942 our Group went off on what was to be its first official mission and its first contact with the enemy - and our crew were included! However, as we climbed up to high altitude in the 'Little Beaver' and joined the formation of B-24s, our engines began to cut out. We learned later that this was due to the fact that we had over-advanced the supercharger controls. When we pulled the throttles back to slow down in formation, the superchargers apparently rammed in too much air and the engines were starved for fuel. They would seem to cut out momentarily, catch, and then the power would surge back again. Disconcerting! We turned the 'Little Beaver' around and disappointedly headed for home. There were several unfortunate circumstances affecting the outcome of this 'first' actual combat mission. The Abbeville-Drucat Airdrome was the home base of the most famous fighter organization in the German Air Force. This unit could be recognized by the nose cowling of their aircraft which was painted yellow. This was no outfit to meet on your first trip over enemy territory! British radar may have been monitoring the bomber formation and observed the approaching German aircraft. At any rate, a call went out by radio directing our aircraft to return. This message was received by the 66th and 67th squadrons, but not by the 68th which went on alone. Six or seven unescorted B-24s against the pride of Goering's fighter units - hardly an even match!

7. The first anniversary of the treacherous attack on Pearl Harbor. Though much lies ahead, much has been accomplished.

10. A mission was scheduled for Triqueville Airdrome, but was scrubbed at 0948 hours for the usual reason.

12. Again Abbeville-Drucat Airdrome was the target for today, but when the formation arrived, it found the target obscured due to 10/10th cloud cover, so all ships jettisoned their bombs in the North Sea and returned.

16. A mission was planned for the submarine pens at Lorient, France, but it was scrubbed due to weather.

20. The target for today was the Romilly Air Park and Airdrome which is situated two miles from Romilly Sur Seine, east of Paris. The Air Park holds the reserve of aircraft of all types for the GAF in France and the Low Countries. It also was used for repair and modification of the GAF planes; large stocks of extra parts were kept there. The secondary target was Villacoublay and Rouen last resort.

Our planes were under attack by FW 190 after crossing the French coast, with the gunners driving the enemy off so that the planes proceeded to the target, passing over slight, ineffective heavy flak. Just prior to reaching the target, a second attack of many FW 190s and Me 109s was again driven off. The bomb run was made and then the Group headed back for Shipdham with no further incident. Photographs taken after the attack showed a large hanger had received a direct hit and four medium hangers had been damaged. Considerable damage was done to barracks and a large number of bombs had fallen close enough to hangers, workshops and shelters to cause considerable internal damage by the blasts. Other than minor flak damage to the aircraft of the Group, the mission was completed without further incident. Unfortunately

for the 66th Squadron they suffered their first casualties when S/Sgt. Lund was killed by a 20 mm shell and two others were wounded on Major Key's plane. Lt. McPhillamey's crew received credit for 3 FW 190s destroyed or damaged - also of the 66th Sq. Captain J. O'Brien, 68th's C.O., recalls additional facts: "We started out from Shipdham with 18 aircraft from the 44th (the 93rd was in Africa). As we approached the Channel that naughty sin called 'aborts' started in wholesale numbers with guns freezing and other mechanical problems. (Little Beaver again had supercharger trouble). A total of 14 aborted (apparently) leaving only four of us like sitting ducks. However, with our 180 MPH speed we caught up with a B-17 Group (I think it was the 302) and tucked ourselves real close onto their tail. It was a relative safe trip in and out from the target and quite a novelty watching B-17s going down. They lost about six A/C that day out of three Groups...." From Capt. O'Brien's account one must assume that there must have been another, separate formation of 44th ships, eight in number, that managed to assemble and bombed behind the three B-17 Groups, and that 'only' six ships were abortive.

Several crew members had trouble with their oxygen masks freezing up and nearly lost their lives.

21. A mission was planned with the steel and engineering works at Lille, France as Primary and St. Omer-Langueness Airdrome as Secondary, but it was scrubbed.

22. A practice mission was carried out in which the 2nd Bomb Wing was "bombed" but no operational activities.

23. Today another mission was planned with Vegesack as Primary and Wilhelmshaven as Secondary (our first German targets) but this, too, was scrubbed.

25. Our first Christmas on foreign soil. The best meal imaginable was enjoyed with turkey and all the trimmings!

30. A mission with Lorient as Primary and Secondary, and Brest as last resort but, again, it was scrubbed....

31. Another one was planned with Lille as Primary and St. Omer as Secondary, but once again it was scrubbed due to weather.

Lt. William R. Cameron adds: "After the mission on the 20th, because of the large amounts of ammunition expended against the German fighters (as well as the repeated short bursts required to keep the guns from freezing solid) we started carrying boxes of ammunition with us on the catwalk of the bomb bay. Temperature was the cause of various malfunctions and abortives. Superchargers, machine gun and oxygen failures were the main problems.... The only means we had to keep warm was our fur-lined flying clothes. On the Romilly mission, as well as on others, we had a number of casualties due to frost-bite. All in all, each mission was a challenge, not only against flak and fighters but against the cold as well."

THE STARS AND STRIPES

LONDON, ENGLAND

Tuesday, Dec. 22, 1942

TOLL OF ENEMY FIGHTERS RISES AS U.S. BOMBER CREWS
CHECK TALLY OF WAR'S FIERCEST RAID.

GERMAN AIR DEPOT IS SHATTERED BY FORTS, LIBS (20 Dec 42)

The Eighth Air Force last night was still computing the devastating total of German planes shot down by American Flying Fortresses and Liberators in Sunday's fierce air duel over France.

Unofficial reports from crews of the bombers which smashed a Nazi Air Park and Repair Center at Romilly-sur-Seine, 75 miles southeast of Paris, Sunday, placed the total of enemy fighters destroyed near 40.

Eighth Air Force admitted the loss of six bombers.

While intelligence officers were studying the report of the crews and weary ground crews were patching and repairing the battered bombers, it became evident that Sunday's raid - deep into France - had brought about the most bitter fighting of the European air war. For the loss of six American planes, the Luftwaffe had been given a brutal beating.

ALLIED FIGHTER SUPPORT

Over 300 Allied Fighters supported huge American bomber force and, meanwhile, twin-engined Mosquitoes of Bomber Command made a telling diversionary sweep over Western Germany.

A heavy British night bomber assault followed over Duisburg, important northwest German port. Loss of 11 RAF bombers was admitted.

The air war over Europe reached climatic fierceness in raiding that continued through afternoon and night Sunday. It was unofficially estimated that between 500 and 600 fighters and bombers took part in the Sunday afternoon operations, believed one of the largest of the war and certainly the deepest U.S. bombing thrust into Europe so far.

Bombers fought their way through vertable clouds of enemy fighters to make the round trip

Crewmen yesterday said they encountered Luftwaffe fighters shortly after reaching the French coast and fought them all the way to the target and back to the Channel. Weather was clear.

HANGERS SHATTERED

Bombing from 20,000 feet, crews said they saw huge columns of smoke and debris flying in all directions from hangers, repair shops and the airfield just outside Romilly.

Enemy fighters, gaudily decorated with blue and red war paint, attacked some "Forts" simultaneously from all sides, coming in head on with guns blazing. "Our tail gunner counted 106 Germans around us in about two hours," said 2nd Lt. James C. Brown, navigator. "For a while we were attacked every 50 seconds. I must say those blankety-blanks got plenty of guts. They would come right on through our formation head on. Some of them showed off by doing rolls as they came in".

Stars & Stripes 12/22/42, continued:

RIGHT ON THE NOSE

"From 20 to 30 Germans were on us nearly all the time," chimed in 2nd Lt. Gustaves Holmstrom, co-pilot. "We were in the second group to get over Romilly. We went in at 20,000 feet and hit the target right on the nose. Our sticks of bombs made a swell pattern on the target."

The 44th Bombardment Group received credit for 10 enemy aircraft destroyed on this mission, plus one probable and one damaged.



RED CROSS CLUBMOBILE

These mobile units were always a most welcome event bringing us hot tea and cakes out on the line or where the men were at work. The English also brought their mobile units as well, visiting us once or twice a week.

LIBERTY RUN

The winter of 1942/1943 was difficult for us even extending into our attempts to catch the evening Liberty Run to Norwich in those mechanical covered-wagons.

After showering and shaving in cold water, dressing in Class A uniform and slipping on my beautifully shined civilian shoes that I smuggled over, we had to jam them into Artic rubber overshoes once again for that long trek in the mud around to Site 3 in order to catch the canvas covered 4 x 4 truck. We'd always flip a coin - do we take our raincoats or our wool overcoat; do we try to keep dry or chance the rain and keep warm. Finally, sling that trusty old gas mask over the shoulder and out the door.

At Site 3 it was off with the Arctic covers and place them neatly in a row outside the Orderly Room like Japanese sandals, and wait for the truck. Finally it roars up, we pile in the back and look for a place to sit on those two wooden benches, one on each side. But most often we had to settle for the 2 inch wide metal tail gate as this was the last stop before leaving the base. It wasn't comfortable, not even the safest spot, but no one complains. No, we couldn't as we were on our way to town to mingle with the natives for five or six hours and will be forgetting this military life.

The first time I rode the Liberty Run to Norwich the terminal was at the ancient Cattle Market next to the equally ancient Castle Museum. At that time of day the area was nearly vacant so we walked down hill to Prince of Wales Road and stopped the first civilians that we saw and asked the standard G.I. question, "Where is down town?"

"Down town?" they said, unable to understand.

"Yes, down town - where everything is. You know, theaters, bars, dance halls...." we tried again.

"Well now, lets see. There is a Cinema a few minutes walk down this path. Yes, and another one three minutes this way", they tried once again to answer our stupid question.

So we asked, "How many blocks would that be?"

And they answered, "Blocks....blocks?"

It was a foreign language after all. Neither one of us could understand the other. So we thanked them and started out exploring this new city all on our own. However, as 11 PM approached it was a test of memory and navigation to find our way back to that Norman Castle especially in the blackout and in the fog that had rolled in. So even on the first night I began my education of navigating that city by learning the skyline; that is, the black shading of the buildings against the slightly lighter sky. I learned it quite well over the years and knew where I was even in the dense fog when even the natives were lost.

Finding where the truck was parked was not difficult as we could hear them a fair distance as the drivers were warming up the engines. But which one was ours? Easy. Just walk from one to the other yelling "Shipdham" until we got cheers instead of jeers. Then climb up over the tail gate and be greeted with the smell of too much ale and beer. After a few trips I quit looking for a seat on the benches as I was almost always the last one aboard. So, most of the time it was the tailgate for me where I learned

to ride balanced on that 2 inch wide piece of steel, sleeping at every opportunity, never requiring the aid of that safety strap that was occasionally put in place by the driver. Then, too, there were the times that even the tail gate was loaded, with nothing else left to do but stand--or almost stand with that low canvas. In these instances I merely forced my hands up over one of the wooden cross-bars that supported the canvas top, one hand in from one side and the other one from the opposite way, interlock my fingers, rest my head against those up-raised arms and go to sleep. Sure, it was easy to fall asleep as we were always tired and sleepy. We slept only when there was nothing else to do. Of course, it was a fitful sleep standing up as the road back was crooked and every sharp turn briefly awakened me as I struggled to maintain my balance. But soon it was slumber again.

Then we, at last, entered the base and stopped for inspection by the MP's. This was little more than a cursory survey with a flashlight, never at length, and never turning up the very few "foreigners", girl friends hidden in a corner; then, on to Site 3 and out into the blackout once more. (Never did learn how they got those girls off the base.)

Tired and sleepy, find my over-shoes, warily look for "spies" and then sneak along the fence, on past the building in Site 3, across the vacant field while trying to hide my tracks next to the fence and then into Site 1. Home. Nothing remains a secret long, and occasionally guards were set up to catch us, and catch me they did. But it was worth the "demerits" many times over. Now to sleep, hoping for a "stand-down" the next morning, but most often it was lights on and "Mission on" about 2 or 3 AM, and time to go back to work.



"SWEATING OUT" THE LIBERTY RUN.... 67th ORDERLY ROOM
Sgts. Vodinelich & Palmer on the left; Sgt. Gallatin
second from right. Man on far right leaving overnight.

With the arrival of November our leaders relaxed the restrictions on three-day passes as well as extending the distance of travel to as far as London. We were all itching to see what more of England looked like, and we jumped at the first opportunity to visit the grand old city of London. Even the fact that bombs were falling on it every night did little to deter us. On November 16th, Grisham, Swank and I grabbed out passes, took the Liberty Run to Norwich and were soon aboard a train for London. Like most enlisted men we signed in at the American Red Cross Club for two nights.

↳ The first morning was fresh and clear, comparatively warm for November, so we decided to take a walking tour of the tourist attractions in that area. The morning was a rare one, almost Spring-like, a grand day to be alive! As yet, the streets were nearly deserted with only an occasional British military man around. Feeling in such high spirits, we decided we would follow the suggestion made to us in our orientation meetings at Cheddington to honor our Allied officers by saluting them. This would be a fine gesture of respect and friendship, we were told.

But how do we recognize an Allied officer, be he a sailor, soldier or airman? We surely didn't want to salute a uniform other than an officer - think how embarrassing that would be. Besides, there weren't many about anyway. We had nearly given up on the noble idea when there, about 200 feet ahead of us and coming directly towards us was a British officer for sure. There could be no doubts about it, for he was the epitome of what Hollywood films always portray as being the typical officer. He, too, was enjoying the fine morning, striding out, boots clicking on the pavement. He wore a peaked hat, swagger stick under his right arm, newspaper in his left hand. Every inch a well-groomed officer, "brass" on his shoulders.

Quickly we whispered, "Let's do it!" as we strode towards him, three abreast. Within a few seconds the officer was about 20 feet from us and with a "Now" we simultaneously snapped to.

The poor fellow couldn't have been more surprised if we had been Tojo, Hitler and Mussolini. In the fraction of a second that it took, he tried to respond by grabbing the swagger stick with his right hand and to transfer it into his left one. But with the newspaper already there he had trouble effecting the transfer. Now, with only two steps separating us, we could see the desperation in his eyes as he was still in no position to salute. So with a "Damn the torpedos, full speed ahead" motion he made his arching salute - still holding his stick in his right hand. Unfortunately for him, his aim was perfect, the stick neatly knocking his cap flying.....as he flashed by.

We never looked back, sparing him the embarrassment, but it was a real struggle to muffle the laughter at such unexpected and hilarious results. After that experience, one salute was enough. What could top that? And, besides, we didn't want to provide aid and comfort to the enemy by possibly disabling any of our allies.

For the ground crews, the first three months at Station 115 were the most difficult they had experienced; more difficult even than those which came with the later stages of the war when bombers flew into Europe day after day and a constant vigil was kept to have them air-worthy at a moment's notice. The airdrome proper, located a full two miles from the shabby living quarters, was accessible only over mud-slogged, treacherous roads, and as transportation facilities were at a minimum, walking was a necessity. Mud-spattered men, making their way between the points a minimum of four times daily, bathed in helmets with water heated over weak barrack's fires, each waiting his turn, the last into the late hours of the night. The food (British lend-lease rations) was inadequate for men of whom so much was expected, and mutton, found on almost every menu was soon finding its way into the garbage pails while men preferred to go hungry. Out on the line ground crews had no shelters or protection from the biting cold, worked in inadequate clothing, struggled to perform maintenance and repairs with numb hands. Complaints, however, were rare, the men having resigned themselves to conditions, and their sole interest became a proud application to their work. Shortly thereafter, however, things began to improve. What with the construction of adequate bathing facilities, and the establishment of a regular transportation system between the "billets" and the line, general morale improved. And thanks to the merchant ships under Lease-Lend, the quality of the food improved tremendously. Site # 3 and #1, home of the 67th, was gradually becoming the showcase of the base, and with officers and men doing their share, the transition became sensationally evident.

The work of the administrative section of the Squadron, that is the staff of the Orderly Room, can not go unnoticed. It was there that the remaining shreds of Squadron morale were held together when things were at their worst, and tempering discipline with understanding, it was there that many an infraction was minimized and even overlooked to the advantage of the men whose greatest difficulty was the period of adjustment.

Lt. Donald Williams, Adjutant since Barksdale, and Robert W. Ryan, 1st Sgt., shared the same responsibility over the ground echelon as Major MacDonald exercised over his air echelon. And though the task presented a greater degree of application because of the larger numbers involved, the success that came to them exceeded all expectations. The unwritten law of the army, "shun the Orderly Room" became an empty phrase, and the Orderly Room became the focal point of life and co-operation.

Lts. R.F. Hager, Finch and Nathanson headed the Engineering, Armament and Ordnance sections, respectively, and the key position among enlisted men rested in the hands of M/Sgt. Ralph Illick, old timer and unofficial head of the men on the line.

The 67th had come to England with a thorough knowledge of their planes and experiences in maintenance gathered in the States. It had not foreseen the alien conditions which would necessitate an unusual variety of maintenance changes, and the series of abortive sorties becoming a serious problem, was a blow to the record and the pride of its men. Special procedures to overcome mechanical difficulties were hastily conceived, and put into practice, and results were astonishing.

General Text

It may be prudent at this time to mention the names of the first pilots of the 67th Squadron. First, there was Major MacDonald, Squadron Commander; then came Howard "Pappy" Moore, Captain Hall and Lieutenants Long, Price, Phillips, Blain, Cullen, Oliphant and Warne. All had trained together in the States; had crossed the ocean together, and now flew side by side against the enemy. Their crews were finely trained, and though lacking in experience that comes only from battles, promising and versatile.

Major MacDonald, a quiet, soft-spoken officer, held in high regard by those under his command, was nevertheless a strict disciplinarian. With a genius for detail and a flair toward perfection, no error was too slight to be overlooked. He urged, and when necessary, drove his men on and on until every man in every crew in the Squadron became an automation in the machine he helped constitute. He strove with all his power to bring teamwork throughout all the various sections of the Squadron, and as in everything else, succeeded. He nursed the Squadron through two critical breakups, and now was leading it into battle - intact and tough.

St. Nazaire, lying on the southwest coast of France became, after the surrender of France, Germany's principal submarine base in Europe. From here one of the most advantageous positions on the continent Hitler's submarines put out to sea to harry Allied commerce, and here were maintained the world's best repair sheds of the kind. The entire coastline to St. Nazaire, and the surrounding area itself, bristling with anti-aircraft guns, gave to it the name of "Flak City". Men who had flown through it were heard to swear that the flak was "thick enough to walk on", and a mission there necessitated very careful planning. The long distance involved created an added hazard, just another of the many details to consider in order that the mission, especially during this period of the war, be successful. The 44th Bomb Group was chosen to visit Flak City for its first severe test.

January 1, 1943 found the men eager to continue the hammering blows of Germany and enemy-occupied Europe. They did not have long to wait for on January 3rd a mission was planned and carried out with St. Nazaire as primary and Lorient as secondary. Thirteen ships took off at 0830 hours led by the 66th Major Key in Lt. Hilliard's plane. They were carrying a lighter than usual gas load in order that operational difficulties might be reduced to a minimum. Five airplanes were forced to return early due to various mechanical problems so the remaining eight dropped their bombs following a formation of B-17s. Capt. Moore and Lt. Long piloted the ships of the 67th and soon found the stories of the flak were not exaggerated, and enemy fighters came from many directions to challenge the several formations of B-17s and B-24s over the city. Many 17s were observed out of formation and under attack, and several were seen in flames and on their way down. For the 44th, an eventful return to base was in store, after the target had been hit with only fair results.

Planes with feathered engines and out of formation dotted the sky, miscalculation by the navigators of the leading B-17s caused the formation to overfly England almost to the Irish Sea, and our ships

already low on fuel, broke off and tried to locate emergency fields in southern Wales. Lt. Long, of the 67th, set his "Texan" down on a Welsh Airdrome at the very moment that his last engine quit - out of gasoline, and in the ensuing crash, the plane was practically demolished. There were no serious injuries aboard. Two crews from the other squadrons, however, were less fortunate. Lt. Hilliard, in ship 41-23771 crash-landed at Puncteston, Wales with Lt. Canfield suffering fatal injuries and the remaining members suffered serious injuries. 68th's ship, "Bat Out Of Hell" piloted by Lt. R.B. Erwin #41-23806, crash-landed out of fuel killing both the pilot and 2nd Lt. Clark E. Swanson, co-pilot. His navigator, 2nd Lt. Thomas G. Deavonport, died in the hospital 5 days later, never having regained consciousness. Lt. J. Gavin was in the hospital 4 months and finally returned to the States.

The then Lt. Cameron adds: "After 'bombs away' things proceeded quickly and in good shape. However, where we were supposed to go north to make land fall on the south tip of England at Lands End, it was Tom's (Bartmess) opinion that we were off course to the west. We were actually proceeding up the Irish Channel, but because of the haze, could not clearly identify English landmarks. As time went on, it became apparent that the leaders of the B-17 formations ahead of us were not sure whether the sea below us was the Irish Sea or the English Channel. If it was the English Channel, then a turn to the right would take us over France again. In short, they were lost and we were following them.

Major Key, the leader of 44th BG aircraft, realized that the B-17s had more fuel and, therefore, more time to make up their minds and a greater latitude to correct for errors. Our navigators were certain of our position, so Major Key turned to the right and away from the B-17 formation towards land - the Welsh Coast - which was faintly visible through the haze and dusk of early evening. By this time we knew we could not make it home and the weather was closing in fast. There were no airfields in sight but we knew there must be bases in that area. On agreement the formation split up and each aircraft started a search for a field - any field. With our fuel reserves rapidly dwindling and our visibility diminishing because of snow flurriesyou can be sure that we were a worried crew. We finally found an airfield and although it was a small training base without asphalt runways, George (Phillips) decided that it was good enough.

Some of our friends in other planes were not so fortunate. We lost two aircraft and several of the crew members were killed, including Dale Canfield, who had been a very close friend of mine since Basic Flying School days. They could not locate an airfield and attempted to land in an open meadow, thinking that the only obstructions were hedges bordering the fields. What they didn't know was that most of those hedges simply screened a stone fence - and it was these stone fences that did the damage. This mistake was repeated many times throughout the war, when crippled aircraft, unable to make it back to their home base, sought the most likely looking landing spot."

"Finally the weather cleared and on January 8, 1943 we went home to Shipdham. We weren't too sure we could get the 'Beaver' off of that grass runway, and judging from the crowd watching that take-off we weren't the only ones. When we landed and climbed out of the airplane, we were met by a stranger, Col. Leon W.

Johnson, who had been sent up by 8th Air Force Headquarters to replace Col. Robinson.

This mission and the loss of two airplanes was the official reason for Col. Robinson being relieved of command. They blamed him for not putting on more fuel for this mission. However, I believe the real reason had something to do with the fact that Col. Robinson frequently bucked Headquarters, 8th AF. Considering that we were few in numbers compared to B-17 units, and that we were suffering losses without replacements, the Colonel (from what I gather) did not always send us out on missions even though directed to do so by the 8th AF Headquarters. This incident gave Headquarters all the ammunition they needed. As so often happens, Colonel Robinson fought for what he believed was right, but fought at the wrong time. Col. Johnson fought the same fight but by that time his arguments were better understood and he was respected for it, rather than being sacked."

On January 23rd, Lt. Cameron's next mission, he makes these comments: "The official USAF history indicates that 54 bombers made this trip and five were lost; four to fighters. Of the 54 bombers making the raid 48 of them were B-17s and only six were B-24s. One of which was the 'Beaver'. The one significant item that stands out about this trip was the introduction of new tactics by the German AF. For the first time their fighters flew into our formation head on. It turned out to be the answer as to how to attack and break up our bomber formations and gave us fits from that day on.

Capt. James O'Brien makes these comments about the January 27th raid: "Number 41-23819, 'The Rugged Buggy' lived up to it's name that day. After losing two aircraft from our flight due to head on attacks and a FW 190 colliding with 690 - Cargile, we in 819 were pretty much alone with two dead and two injured crewmen. We had one engine gone and a nice smoldering fire in our left wing. Robert Billman, engineer, did an excellent job of transferring the fuel out of the burning fuel cells. The rubber cells were just a pile of ashes when we landed at Shipdham.... Out of twenty men on #s 690 & 776, Lt. Albert Glass, the bombardier was the only survivor. He floated in his May West in the North Sea for about 45 minutes before a German destroyer picked him up. He was minus a foot and after a stay in German hospitals he came to POW Camp, Stalag Luft III and was eventually repatriated in a POW exchange in 1944."

St. Nazaire, primarily a ship building and fitting-out port, was the target on 3 Jan. The purpose of the attack was to disrupt the work going on, and especially in the submarine shelters. There were normally a large number of subs being built and fitted for Atlantic raids on Allied shipping. The 44th was assigned the destruction of torpedo stores there. Of the 13 planes taking off, eight bombed and three of them 67th's. The formation flew over Nantes, encountering slight flak, but from that point on 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 surface vessels being hit.

On the way out our Libs followed the Forts back past Lands End, turned off in the vicinity of Templeton Airdrome, close to Haverfordwest west Wales, all running low on fuel. Three ships crash-landed.

7. There was an early alert for Emden, Germany but was scrubbed just before take-off.

11. We were alerted for Vegesack, Germany, but for the second time it was scrubbed.

13. We had a mission briefed but at the last moment it was changed to a diversion, which was flown off the Dutch coast - no incidents. The 66th sent five planes, the 68th four, but the 67th did not identify their airplanes or crews.

14 to 18. In these five days we were alerted early and briefed, only to have each one scrubbed just prior to take-off. This is very hard on morale! Weather has been just severe to allow operations, but all preparations were made each day in the event that a break in the weather would permit take-off.

18. Today Capt. G.W. "Bucky" Warne was cleared for flying again after being grounded on December 11 for an infection in left ear. It was necessary to surgically relieve the infection. He made an afternoon flight, all below the limit of 3,000 feet.

23. Today the 44th BG put up seventeen planes on a mission to bomb Lorient, France. However five ships were unable to locate themselves coming out of the overcast which extended up to 8,000 feet, in time to make rendezvous at Start Point. So the formation of 12 aircraft that made the rendezvous on time, failed to find the B-17's for the briefed mission. So they headed as ordered to the Secondary target at Brest. Three more ships fell out due to various malfunctionings, so Col. Johnson ordered the formation to return to base as it was too small to proceed over the Secondary target. So at the end of the flight only three aircraft from each squadron were still in the formation. No bombs were dropped. Lt. Cameron's ship was one of the 3.

24. There was a morning alert for Ghent, but scrubbed before take-off.

25. We tried again this morning, but again it was scrubbed due to weather. In afternoon, several practice flights were flown.

27. The target today was to have been the Submarine Building Yards at Wilhelmshaven, Germany - our first mission into Germany, to impede the Nazi Submarine effort on Allied shipping. The 67th put up seven aircraft along with 13 more by the other two squadrons. The weather conditions were extremely bad with clouds to very high altitudes. The formation travelled up over the North Sea and with no navigational aids became lost, never getting over Germany. Finally there was a break in the clouds allowing the navigators to get a "fix" and determining that they were over Holland and too late to continue to the Primary behind the B-17's.

The Command Pilot, Col. Johnson, decided to release the bombs on Lemmer, near the Zuider Zee (Ijsselmeer), on the Lead Bombardier, and bombs landed quite scattered on the town and in fields and marshes and bay. It appeared to be the only possible Target of Opportunity.

Immediately after bombing, the formation was attacked by both ME 109's and FW 190's. There were about 35 enemy planes, several of whom hit the 68th plane #819. 2nd Lt. Reginald D. Grant was killed by an explosion of a 20 mm shell which also seriously wounded Lt. Leroy Perlowin, navigator. About five minutes later a FW 190 broke off an attack on aircraft #800 and crashed out of control into the left wing of aircraft #690. Ship #690 went into a flat spin, out of formation. One crew member was observed to leave the ship through a waist window and his parachute opened. Almost immediately this ship started to disintegrate, the tail turret spun off, then 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.

Ship #776, also from the 68th Squadron, was attacked by 3 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, the plane exploded and came apart in mid-air. At 1155 hours, aircraft #800 (68th's) was attacked by a FW 190 from above at one o'clock, which went into a sitter position just off the right wing tip of #800 and was followed by machine gun fire from the right waist gunner. As a result of this action the enemy aircraft crashed into the left wing tip of A/C #690. (As stated above)

At about this time a FW 190 made a 12 o'clock attack from above on A/C #819, inflicting considerable damage to the nose and fuselage. This damage caused aircraft #819 to lose altitude from the rest of the formation at a point about five miles off the coast of Holland. At about this time four attacks followed by FW 190's from 1 o'clock above on aircraft #816 as it was flying alone about 300 yards behind the leading element of the squadron. There were only 8 rounds of ammunition remaining in the right nose gun, and the bottom nose gun was inoperative. The navigator called to the pilot and told him the seriousness of the situation. After realizing that his own aircraft was in difficulty, as well as aircraft #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 5000 feet below the formation and off to the left, Lt. Diehl jeopardized his aircraft in order to give protection to Capt. O'Brien's aircraft #819, which would have been a complete loss, including the lives of the remaining crew members aboard. Captain O'Brien's aircraft had no protection from the nose or the tail guns, for both sections had been put out of commission by enemy action, and his aircraft was in grave danger of attacks from twin-engine bombers, which were hovering above, waiting for a possible attack on any straggler.

Aircraft #816 took over lead position and both aircraft lost altitude to 8000 feet. Both planes returned to the home base as a result of excellent navigation on the part of Lt. Kelly who aided the pilots of these two lonely aircraft all the way across the North Sea.

30. There was an alert for Bremen today but was scrubbed before take off.

31. An alert for Hamm was scrubbed before take-off due to weather.

The 15th day of February brought the first tragedy to the 67th. On a raid over Dunkirk on the French coast, where the German Raider "TOJO" was berthed, the B-24D Commanded by Maj. MacDonald and the First pilot Capt. Cullen in the cockpit of the lead ship, led the 44th formation across the Channel. The official version of the mission as quoted by Air Force records reads: "The formation crossed the Channel at 1530 hours led by Maj. MacDonald, co-pilot and Capt. Cullen, pilot, in lead ship #783. A/C #783 led the formation on an unusually long and accurate bombing run lasting several minutes to assure accuracy of aim. This bombing run was courageously made in face of heavy flak, accurate in deflection and altitude. Immediately after releasing bombs leading aircraft #783 was observed to be hit by flak. The #2 engine was in flames and #3 was shot out of the aircraft. Aircraft #783 nosed down in a steep dive; immediately after which the right wing came off, and the ship exploded almost instantly. This was followed by an explosion in the remaining part of the ship. Immediately after aircraft #783 was first seen to be hit by flak, three men were believed to have been seen to 'bail out'."

Capt. Cullen's version was that when the flak hit the nose of the plane and blowing it away, a piece broke his leg and MacDonald took a piece in the stomach. Capt. Cullen helped MacDonald get out through the hole in the cockpit and he then followed. In doing so he hit one of the parts of the tail section, breaking his other leg and hip. So he was on his way down with two broken legs and a broken hip. MacDonald did die on the operating table in the same hospital as Cullen. Once Capt. Cullen recovered they kept him at the hospital taking care of Americans. Sometime later Art was sent home in a prisoner exchange.

First listed as MIA (Missing in Action) Major MacDonald was later confirmed "DEAD". The loss of Major MacDonald was a severe blow to the Squadron and to the Group as he had been an inspiration to the entire command. His leadership was based not only on his unselfishness, but also on his technical knowledge, skill in flying, patience in training and fairness in administration. His cold bravery in face of a powerful enemy attack resulted in the successful completion of a mission he was ordered to carry out. A great leader in life, so in death, Major MacDonald became the first man of the 67th to die for a cause in which he firmly believed.

Casualty Listing for A/C #41-23783 - Betty Anne /Gallopin Ghost

Cullen, Arthur V.	Capt.	Pilot	Dallas, Texas
Officially reported as POW			
MacDonald, Donald W.	Major	Command	Tampa, Florida
Officially reported as KIA			
Mackey, John D.	1st Lt.	Navigator	Bethlehem, Penna.
Officially reported as KIA			
Caldwell, Paul D.	2nd Lt.	Bombardier	Swarthmore, Penna.
Officially reported as KIA			
Emery, Albert W.	T/Sgt.	Engineer	Grand Island, Neb.
Officially reported as KIA			
Weiser, Samuel S.	T/Sgt.	Radio Oper.	Brooklyn, New York
Officially reported as KIA			
Woo, David H.	T/Sgt.	Gunner	Seattle, Washington
No Official report - BUT recently learned he became POW			
McKinsey, Thomas E.	S/Sgt.	Gunner	Houston, Texas
Officially reported as KIA			

Capt. Warne reported seeing this plane, blasted by the flak hit, do a half-roll and then straight down.

(Lt.) Cameron states: "We were hastily briefed and on our way. The English Channel is very narrow at this point and I remember that when we started across the shorelines of England and France both were clearly visible. Our B-24 unit was the only one involved, no B-17 units. (Bordeaux is often referred to as the first all B-24 operation, but this was actually the first!) Our squadron was leading, with Major MacDonald and Captain Art Cullen in the lead airplane. We were flying 'Little Beaver' on their left wing - #3 position of the lead element (three aircraft in a 'V'). There were 3 aircraft in our second element just under us. Six more planes were off to our left, and six more off to the right. It seemed only seconds later that we were approaching Dunkirk. At that altitude we could release our bombs some miles out over the Channel and let their speed carry them on in. Suddenly, and without warning, the entire nose section of Major MacDonald's plane containing the bombardier and navigator just disappeared! My mental picture of that instant is still vivid and real. The skeleton fragments of the metal ribs which framed the plexiglass windows of the nose compartment remained. These small ribs protruded forward from the pilot compartment and each seemed to be rimmed with fire. I could scarcely believe my eyes. The cockpit, however, appeared to be intact. For long moments, we were confronted with the spectacle of a noseless B-24 leading us forward towards Dunkirk.

As our bombs had been released at almost that same precise moment, my first thought was that somehow their release was connected with the explosion in the nose compartment. In retrospect we concluded that our long straight run towards Dunkirk had afforded the German anti-aircraft gunners an opportunity to determine our exact speed and altitude. We had literally become sitting ducks and Major MacDonald had taken a direct hit. It didn't happen often but when it did it was 'goodby airplane'. Their plane flew straight on for what seemed to be an endless moment in time and then slowly rolled off and down to our right.

We heard later that although both Major MacDonald and Arthur Cullen were badly wounded, they argued with each other as to who would bail out first. Major MacDonald, characteristically, insisted that Art go first. But Art, realizing that Major MacDonald was the more seriously wounded, would have none of it. He helped Major MacDonald bail out and quickly followed."

In October 1944 Capt. Cullen (in a letter to Major Howard Moore) described his experience as: We were on the bomb run, Caldwell said he had the target in view. I flew P&I about ten seconds and he made a big correction to the right about 8 to 10 degrees, we flew that about 10 seconds and I saw the 'bomb release' light go and then everything flew to bits; must have been a direct hit with 88 mm under the flight deck, about the nose-wheel section. It stunned me for a while and when I could think reasonably I looked around, we were in a dive, no ship in sight, no roof on the cabin, just the windshield, #2 & #3 were smoking and the cowlings blown off both engines and very little control on the wheel. I couldn't try the rudder because my leg was broken. When I looked at Major Mac he motions to bail out, and I noticed he had a wound in the stomach. By this time we quit fooling with the airplane as she was on her side and going down.....with lots of effort on his part and a little pushing on my part, he went out through where the roof used to be. After Mac left, I went....."

(Remainder of Cullen's crew)

Hilley, James A.	Sgt.	Gunner	Elizabeth City, N.C.
Officially reported as KIA			
Arnold, Charles A.	Sgt.	Gunner	Helena, Georgia
Officially reported as POW			
Norwood, Jessie M.	Sgt.	Gunner	Wynnewood, Oklahoma
Officially reported as POW			

NOTE: Neither Cullen or Woo were aware that the above two men survived and I have now been able to contact Arnold to verify it.

Aircraft #794, piloted by 1st Lt. Oliphant, was apparently damaged by flak at almost the same time as #783, as this ship was, at first, reported not to turn away to the left after bombing, but to turn right on an Easterly course, slowing losing altitude. But this does not appear to be correct as it conflicts with later reports. Major Herbert M. Light states, "As I recall, the 67th Bomb Squadron was the lead Squadron on the mission of 15 February 1943 to Dunkirk, France. Our primary objective was to bomb the ship "Tofo" which was docked in the locks there. Although we did not get many direct hits we did get some, as well as near misses and knocked out several locks. The lead squadron was met with some terrific flak and the lead ship was shot down. --- "The A/C that Oliphant was flying was crippled with flak but kept on going. The airplane that I was on did not get any major flak damage and the pilot, Lt. John H. Diehl, spotted Oliphant and slowed down for him, and also for another ship piloted by Capt. Thomas Cramer, who a few minutes later, managed to crash-land his plane on the British beach. Oliphant was slowly losing altitude when coming off from the target, then all of a sudden several FW 190s came out of the sun and started in on us. The sun was blinding and hindered the gunners from firing. I operated a nose gun and only got about three bursts at them. My navigator, Lt. George Kelley, only got about the same number of shots. The Jerrys' did a good job because they had us completely bewildered. On the first pass they got one of Cramer's engines; on the second pass they got another of his engines and set fire to one of Oliphant's. Then on subsequent passes, the enemy fighters got a third engine of Cramer's and another of Oliphant's. At about half way between France and England, over the Channel, I noticed the engines afire on the left side of Oliphant's aircraft. Also I saw the nose of the ship filled with swirling flames; then it looked like the fire swept back to the cockpit. Next thing I saw was the ship going down towards the sea. I did not see the plane strike, but the tail gunner, Sgt. Milford Spears, stated over the interphone that the plane exploded as it struck the water. I did not see any chutes. We protected Cramer on in to the beach so he could crash-land, and he did a magnificent job. Before he got to shore he told his crew that anyone could bail out that wanted to. Lt. Robert Flynn, Lt. Poole and the navigator all bailed out, but it was at a too-low altitude and all three were killed. We had gotten through the battle with only a few flak and bullet holes when all "heck" broke loose, the British opened up on us and we were almost shot down. We had fighter protection some of the way but they didn't help too much because of the sun. In my opinion, I don't see how any of Oliphant's crew had a chance to bail out or even to survive - - - ."

Casualty Listing for A/C#41-23794 -

Oliphant, Rufus H. Jr.	1st Lt.	Pilot	Chester, So. Carolina
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Franklin, Charles B.	1st Lt.	Co-pilot	Elizabeth, Tenn.
Wilkes, Charles W.	2nd Lt.	Navigator	Nashville, Tenn.
Bryant, Charles W.	2nd Lt.	Bombardier	Freeport, Ohio
Burns, Harry B.	T/Sgt.	Radio Oper.	Absecon, New Jersey
Littell, Clyde (NMI)	T/Sgt.	Engineer	Detroit, Michigan
Douthit, William E.	S/Sgt.	Gunner	Ellijay, Georgia
Frye, Richard E.	S/Sgt.	Gunner	Palo Alto, Calif.
Goddard, Cecil D.	S/Sgt.	Gunner	Atlanta, Georgia
Boutin, Albert L. J.	Sgt.	Gunner	Hartford, Connecticut
Lawley, Woodrow (NMI)	Sgt.	Gunner	Underwood, Alabama

NOTE: THIS ENTIRE CREW WAS OFFICIALLY REPORTED AS KIA AND ARE LISTED ON THE "WALL OF MISSING", CAMBRIDGE, ENGLAND.

A SHORT SAGA OF SUZY- Q

B-24-D-5-CO 41-23817

Captain Howard "Pappy" Moore was the pilot of #817. Official records carried it as #817 L, but to "Pappy" and to the men who nursed her and who flew in her, she was "Suzy-Q."

Suzy was Pappy's little girl back home in Indiana, and to remember, wherever Pappy went he took Suzy-Q. He took her first to St. Nazaire but Suzy-Q was yet a baby and carelessly dropped her bombs into the drink. Pappy cursed silently that night, and made Suzy-Q promise that she'd never waste another bomb. Then began a long series of missions into France, Germany and Italy, and when Pappy was sent home, Suzy-Q continued to make frequent trips to the Continent. She went to Vienna, and then to Ploesti and helped Colonel Johnson get his Medal of Honor. But Suzy-Q had her troubles, too, some of which kept her standing forlorn in her dispersal. Yet, when scheduled to fly, she somehow always managed to stagger off the ground, her every joint creaking, and always managed to come back. That is, all but once. She went off to Foggia, up in central Italy, one morning carrying an inexperienced crew. She had been feeling better than usual at that time and no one gave her a thought, and no one suspected that she would not return. Maybe it was because Pappy wasn't there, but those who had gone to Foggia with her brought back the news that the last they had seen of Suzy-Q she was lying burnt and broken on an Italian beach.

Suzy-Q had been wounded more frequently than any other ship at 115. From nose to tail she was a mass of patches, and her ribs were scarred by enemy flak. Once when she came down with two dead engines and her hydraulic and oxygen systems brutally shattered, they took her to No. Ireland for repairs. Even then, she proudly got there under her own power. Her convalescence took nearly two months, but she emerged with four new engines, a brand new tail, new underpinning - in fact, it was an almost new Suzy-Q which returned home to

Shipdham. However, just as before, she just couldn't stay away from flak, and in a short time Suzy-Q was her old self again, bruised and battered from tail to nose.

In June 1943, Pappy took her to Africa - to the Lybian desert that is - and from there Suzy-Q conscientiously carried bombs across the Mediterranean day after day. She was getting somewhat tired now and on Pappy's 25th mission Suzy-Q nearly let him down, but fortunately she was over her own base when her four engines quit, and all Pappy had to do was to coax her in without power from 1500 feet. She tried but failed to reach the runway, but after touching down, nonchalantly hurdled a four foot ditch and raced on through shrubs and boulders, finally coming to a stop undamaged. Pappy gave her one day's rest, and on the following morning she was all ready to lead the Squadron in the raid on Rome.

Though she once led an entire formation to Naples and back with one feathered engine, Suzy-Q's most amazing exploit was her fantastic recovery the night before Ploesti. She had turned to coughing and spitting in the middle of the night, and a thorough examination revealed a broken spark plug in the master cylinder of #2 engine. After an anxious night of attention and expert nursing, tender loving care, she was pronounced fit at the very moment that she was scheduled to lead the very long hop toward the Danube. As expected she came back again, and as expected badly wounded.

Suzy-Q made several more flights after Ploesti but the pilots began to talk now in the secrecy of their tents. They said that Suzy-Q had lost her spirit and that she was getting a little too old for the life she wanted to lead, but when she went down over Foggia, those same pilots, on their almost daily trips into Italy, gazed down with respect on the spot where she'd met her end.

Captain Moore, upon the death of Major MacDonald, assumed command of the 67th. The position to him was not a strange one, as on several occasions during MacDonald's absence had acted in that capacity. Shortly after taking over, he was promoted to Major, and as such invariably led the Squadron and Group on operations. Prior to entering the Army Air Force, Major Moore had engaged in civilian flying in Mississippi, and had received a direct commission in the Air Force. Forceful and energetic, yet close to the men in his command, he showed no partiality; and on one occasion when a number of Lieutenants failed to appear for calisthenics, he personally conducted them through Site #3 on a clean-up detail. His flying was skillful, his leadership tactful, and his confidence in the individual unbounded.

The first operational mission under Pappy Moore took place the day after Dunkirk, February 16th, and the target was once again St. Nazaire. From this mission Lt. Long and crew of the 67th failed to return. "Shortly after leaving the English coast" as shown on the records, "Ship #354 piloted by Lt. Fred Billings (66th Sq.) seemed to be having difficulty maintaining its position in formation. Slowing down, it lost altitude rather rapidly, dipping the left wing at the same time. The following ship, Lt. Long's #818, went under #354 and the pilot, seeing the danger, endeavored to wing away, down and to the right. However, in so doing, his left wing tip collided with the under part of the fuselage of #354 and seemed to lock in that

(#354 = 42-40354 and #818 = 41-23818)

position. A small flame immediately appeared at the point of contact, and within a few seconds, an explosion took place entirely disintegrating both ships which fell in flaming pieces down through a formation of Fortresses. Apparently four men were thrown clear from both ships as four parachutes were seen to open and float down. The area of the collision (about mid-channel) was searched by the RAF Sea-Rescue but without success, and no member of the two aircraft was ever heard from".*

67th A/C #41-23818

All men officially reported KIA

Long, J. B.	1st Lt. Pilot	May, Oklahoma
McCormick, John F.	2nd Lt. Co-pilot	? Minnesota
Cook, Harold C.	2nd Lt. Navigator	Sterling, Illinois
Frazee, Winthrop T.	2nd Lt. Bombardier	Buffalo, New York
Stephens, Raymond C.	T/Sgt. Engineer	Lakeview, Texas
Cottingham, Orna E.	T/Sgt. Radio Oper	Reedsburg, Wisc.
McGinnis, Donald C.	S/Sgt. Gunner	Kalamazoo, Mich.
Parker, Stephen E. Jr.	S/Sgt. Gunner	Brockton, Mass.
Laurence, Ralph C.	S/Sgt. Gunner	Wayne County, Mich.
Crigger, William C.	S/Sgt. Tail Tur.	Pendleton, Indiana

With Colonel Johnson in the lead ship, the formation proceeded to the target, where it was immediately beset with intense flak, though on a lesser scale than encountered on the first mission of January 3rd. To the northwest of the target, the Germans laid down a smoke screen, but it was too late and ineffective; and with the target clearly visible, an excellent bombing pattern was placed on and around the target. Though formations of Forts had been under attack for some time, the first attack on the 44th BG was made after the bombing run, when FW 190s, first attacking out of range of the Liberator's guns, poured in a number of 20 mm self-destroying shells, most of which exploded far ahead of the formation. Capt. Price, in ship #41-23784 "Miss Dianne" and flying in the "Tail End Charlie" position, was heavily attacked on his way out of the target area. Gunners Snell, Wyer and Fleshman accounted for five FW-190s which at that time was a record for heavy bombers.

Two days later, on Thursday, February 18th the following excerpt from the "Stars & Stripes" was received in Shipham. It was the first time any crew in the 67th Squadron and possibly in the Group - that any publicity had been received. Up until now, the "Flying Fortresses" were receiving most of the publicity, with only an occasional mention that the Liberators also took part.

* - Captain Warne reported that "Billings ran into little J.B. Long over the Channel - the little man never had a chance; went down burning though some saw 4 chutes from the two ships. Doubt if J.B. got out - he was one swell guy!"

Excerpt from Stars and Stripes
dated Thursday Feb. 18, 1943

"ONE LIB CREW GETS FIVE NAZIS"

These were the stories that came out of the homecoming of Eighth Air Force bombers that returned to their bases in Britain today after dropping hundreds of tons of explosives on St. Nazaire, one of the biggest Nazi U-boat bases, in a daylight attack. For the Liberators it was their second raid in 19 hours, following Monday's visit to Dunkirk.

Good-naturedly ribbing the Forts, the Navigator of "Miss Dianne", a Liberator piloted by Captain Clyde Price, of San Antonio, challenged the B-17s to match their record of five enemy planes shot down.

The Navigator, 2nd Lt. J. A. Augenstene, Jr., of Pittsburgh, also recounted the engagements:

"As we were flying in the tail-end formations, the Germans would attack the Fortresses flying ahead and below us from the front, circle around, and then come at us from behind.

"The first plane that we got," Lt. Augenstene continued, "was blasted from 200 yards away, exploded and went all to pieces in the air. The second stalled when it was hit, plummeted straight into the clouds below, leaving a trail of smoke behind."

Dalton L. Snell, of Marked Tree, Arkansas, top turret gunner; and Sgt. I. C. Wyer, waist gunner from Clarksburg, Virginia, each got two of "Miss Dianne's" victims. Sgt. Lewis J. Fleshman, of Virginia, the tail turret gunner, got the fifth.

Fleshman's bullseye was scored on a plane that made the fatal mistake of exposing a vulnerable underside as it turned.

The rest of Captain Price's crew were 2nd Lt. Robert E. Forrest, of Columbus, Ohio, co-pilot; 2nd Lt. Morton P. Gross, of Denver, Colorado, bombardier; Sgts. Kenneth Laughton, of Pine Grove, California, radio operator; Kenneth L. Erhard, Clearfield, Pennsylvania, waist gunner; and Earl W. Holton, Mulliken, Michigan, rear hatch gunner.

Note: Crew Chief of "Miss Dianne" is M/Sgt. George Baccash of the 67th Bombardment Squadron. Aircraft #41-23784.

When Captain Price taxied into our dispersal after returning from St. Nazaire we could see that "Miss Dianne" was suffering from considerable battle damage. #3 Engine feathered, holes galore. As soon as she was in position, chocks in place and engines cut, we were climbing all over and through her assessing the damage. A series of machine gun holes ran from the rear of the left wing tip on up and across the wing toward the radio compartment. Many fuel cells in the wing had been punctured but luckily none were leaking. The fact that the cells had sealed themselves probably saved the ship. There were 20 mm cannon holes as well, one knocking out #3 engine, plus other holes too numerous to mention. It was obvious that we had our work cut out for us - many, many hours for sure. In fact, it was so serious that our flight chief ordered "Miss Dianne" to be towed to one of the huge hangers so that repairs could be made more quickly under electric lights, and best of all, out of that winter weather.

The first order of business was to remove and replace those damaged fuel cells which we all knew would be a long and laborious task. Soon Phillip screw drivers in hand, standing on boxes and ladders, several of us were hard at it. Access to these tanks are effected by removing many hundreds of screws in order to free the large aluminum plates on the bottom of the wing directly under the cells. These plates are actually the skin of the wing, screw holes about $3/4$ of an inch apart, and are about 35 feet in length, three feet wide in total area. Even part of the fuselage above the bomb bay doors and under the wing must be removed. It is a fatiguing job working continually with your arms above your head, and screws that won't cooperate. Many of them "sieve" and break off rather than unscrew. More time lost as each of these broken ones must be drilled out and re-tapped.

The dis-assembly work goes on all night and into Wednesday morning. But it is obvious now that every cell must be removed as the last wing-tip cell has been hit. Being short and slight in stature it was my job to climb into the wing to release and remove these last cells and to install the new ones. Soon we were installing the others, connecting them as we went, working back toward the fuselage. With cells in place the plates and those zillion screws we worked so diligently to remove. Wes Mitchell, our squadron sheet metal man, repaired the holes in the wing before the cells went in, and spent hours all over the ship with his mending.

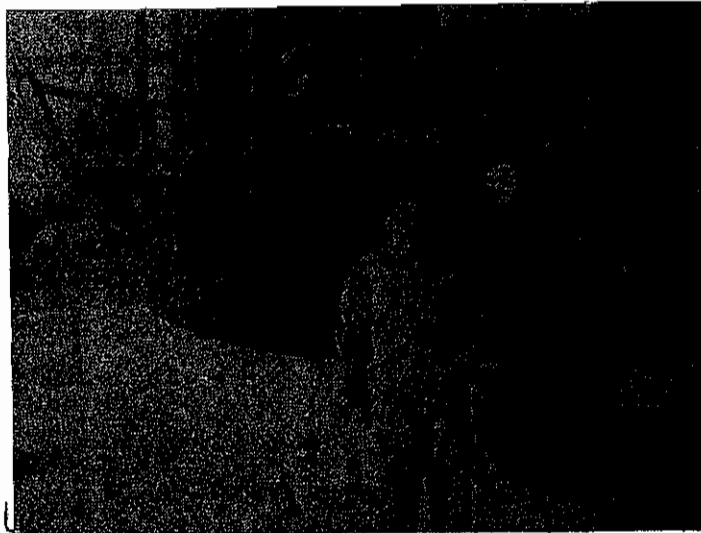
Thank goodness some of the ground crewmen of the other planes occasionally dropped in to help us with those screws. Our arms were very tired as we had been up for about 36 hours now, with #3 engine still to be removed and replaced. After dinner we drug ourselves back, working much slower and feeling much like zombies.

With the engine off we found that the supercharger also was damaged and it, too, must come out - a bitter disappointment! So on into Wednesday night it went, all of us feeling like we were in a trance, moving rather mechanical and unfeeling. Somewhere near daylight on Thursday morning, too tired to

care when, we put the last screw, bolt, nut and Dzus fastener back in place and pronounced "Miss Dianne" ready for test flight. We somehow found our way back to the barracks, asleep on our feet, dead tired. I got my filthy coveralls off, but I don't remember getting into bed, nor did I hear the others when they got up.

About 9 AM one of the fellows assigned to sweep the barracks dumped the debris into the heater which was situated about 3 feet from the foot of my bed. He later insisted he never knew that this debris contained a couple live .45 bullets, but in they went on those hot embers and exploded!

He was still laughing several hours later when I awoke to hear him telling everyone that when the shells exploded my whole body jumped about a foot in the air - perhaps the whole bed with me. But I didn't hear a sound, slept straight through it and everything else. I still wonder just how accidental it was that those cartridges got into the stove on that particular morning and not any others.



A/C #41-23784 "MISS DIANNE"

Crew Chief M/Sgt. GEORGE BACCASH with his original 67th aircraft "Miss Dianne" which was credited with five enemy aircraft on one mission. This airplane was lost on her seventh mission over Rouen, France on 8 March 1943.

A February 16th War Dispatch:

At a U.S. Bomber Field, somewhere in England. At a critical moment, one of the worst possible things happened to the U.S. Lib "Little Beaver" - next to getting a vital hit from German flak or fighter bullets was this: Just as Capt. Chester L. Phillips, of Greenville, Texas, momentarily ended his evasive action and lined up for a bombing run over St. Nazaire target, his bomb bay doors refused to open. All of the risks "Little Beaver" had undergone to get over France as part of a tight formation, by daylight, were thrown away unless these bombs could be dropped. Capt. Phillips and his crew might as well have remained back in England.

"Leaping"(*) out of his position in the nose, ...bombardier Lt. William E. Hill (Chubby) of Louisville, Ky., scrambled on all fours (under the flight deck) and into the bomb bay. The doors still refused to retract out of the way and clear for dropping the bombs.

The only desperate decision left was to release the bombs and let them smash through the obstinate doors - and that is what was done.

With a splintering impact, the huge bombs crashed through the aluminum, flexible doors, leaving jagged edges of them flapping beneath the ship, and threatening to break off and damage this or other Liberators.

But Capt. Phillips and his team had accomplished their mission: Bombs dropped down from that bleak and frigid world in the stratosphere into the target area. Their part in the pounding of St. Nazaire on Wednesday afternoon, February 16th, was over.

Phillips and his co-pilot William R. Cameron, of Hanford, Calif., jockeyed their 110 foot winged aircraft with other Liberators in a tight formation and headed for home. 'L'il Beaver's navigator, Lt. Thomas E. Bartmess, Houston, Texas, hunched over his tiny table in the nose, steadying himself against the ship's violent evasive actions as bursts of flak exploded into the thin air, and Messerschmitts and Folke-Wulfs tried to find an opening for their "javelin thrusts" tactics.

Lt. Hill, clinging precariously to the catwalk as if standing on top of the world, still had a problem. Unless the madly flapping edges of the bomb bay doors (four of them) could be secured, the Liberators behind and below "Little Beaver" might be mortally wounded if sections broke away. While the gunners joined in massed fire at the German fighters, Lt. Hill worked himself (along that narrow catwalk) with pieces of wire and hung there fastening those four flapping doors. It was doubtless the highest trapeze act in history"

* When Lt. Bartmess read the above article he made this comment to his wife, Eleanor, "I can just see Porky "leaping". He is short and round, and it is quite impossible to move quickly in the nose section." And "I am so happy to be able to write this tonight because, frankly, I didn't expect to be, after this afternoon. Guess we will make headlines again, only this time it is justified. Finally got a Nazi (E/A) to my credit so will have a tiny swastika under my name on the side of "Little Beaver". Honey, 'L'il Beaver' has a charmed life and now has ten bombs painted on it's side - also several Nazi Crosses."

2. A mission to Hamm was briefed with five planes of the 67th and a total of 15 from the 44th. After making formation and over the Dutch coast the planes were recalled due to the intense cold that froze the machine gun oil, making them inoperative, freezing the oxygen masks as well as frost bites with the crews.

4. Another mission to Hamm was recalled due to the extremely inclement weather that again froze too many machine guns and masks.

6. There had been much difficulty with the oil buffer oil freezing and, in general, the oil on the machine guns froze and caused jammed guns. A new type of oil was received so Major Norsen flew a plane to 26,000 feet to test the behavior of the guns using this new oil, so that it could be observed under extreme conditions. Something went wrong with the oxygen system and most of the men blacked out. Sgt. Krutsch never recovered and died as a result of the failure. But the oil proved successful, solving a very serious problem with the defense of our aircraft.

15. The target for this mission was the German Raider of the Tojo class that was docked at Dunkirk and expected to be ready to slip out at any time to raid Allied shipping. This was a hasty afternoon mission when recon ship had discovered the target. Seventeen planes took off from the base (7 of the 67th's) with the 67th leading the formation, and several planes of the 329th Squadron of the 93rd BG. Both Capt. Warne and Lt. Cameron participated. The formation crossed the Enemy coast without encountering an enemy aircraft. The bomb run was long in order to make certain of scoring hits, as this target required bombing of the utmost precision and accuracy.

** A 68th Squadron ship #800, piloted by Capt. Cramer, was hit by flak in #4 engine just before bombs were away. The same hit crippled the bomb release mechanism, the hydraulic system and portions of the oxygen system. Number 4 engine was feathered and shortly thereafter three FW 190's attacked in line astern, from 9 o'clock. One of the FW 190's was claimed as destroyed and one damaged. But, they in turn, damaged #2 engine and a .20 mm shell entered the cockpit, bursting just aft of the pilot, Capt. Cramer, who was protected by the armour plate behind him. At the same time two 20 mm shells entered the waist slightly wounded the belly gunner. And during the next attack #1 engine was seen to be burning. This was extinguished temporarily and #2 engine was feathered.

It was at this time that three FW 190's finished off Lt. Oliphant's ship.

Bombs were jettisoned manually, and #1 engine caught afire again. And about this time Lt. Flynn, Lt. Poole and T/Sgt. Crump bailed out by way of the bomb bay, and their parachutes opened properly. Capt. Cramer succeeded in crashlanding #800 on the English beach 10 to 15 yards from the water's edge. No one was injured by this exceptional landing.

16. A return to St. Nazaire today with five ships of the 67th and seven of the 66th Squadron. The 68th did not participate due to the rough treatment received yesterday. Lt. Long, in aircraft # 818 and Lt. Billings in aircraft #354 were involved in a mid-air collision and both crashed. Also, "Miss Dianne" was credited with five enemy aircraft destroyed, and she in turn, suffered major damage requiring nearly 36 hours to repair. Lt. Cameron's ship included.

20. Lt. McCoy and crew (66th Squadron) were killed in the crash of #703 during a practice mission in the vicinity of Watton. The plane
** #800 = 41-23800 Captain & His Kids * #703 = 41-23703

caught fire on impact with no one escaping.

26. The mission for today was Wilhelmshaven with three planes from each squadron attacking the dock installations. Cloud cover was extensive but the planes of the 68th Sq. claim hits in the city as well as on slips in the north-west corner of the harbor.

On the return trip the three 68th ships had considerable difficulty. A/C #41-23811, Facinatin' Witch was crippled and fell out of formation and the pilots of 41-23813 and 41-23699 dropped down to protect it although they knew they would have plenty of fighter attacks. For a considerable time all three aircraft were attacked by FW 190s and Me 110s, with several claims of E/A destroyed and damaged, but all three returned safely.

The 66th's planes were not so fortunate as Captain Adams and crew as well as Lt. McPhillamey and crew were missing in action. The 66th had sent up six planes on this mission, three aborted, and only one returned (1st Lt. Miller's) from the mission. Lt. McPhillamey recalls that they were flying "tail-end Charlies", the lowest three in the groups of B-24s and hit the prop wash of the B-17s ahead of them, and immediately dropped out of the formation. The three of us were instantly under attack by ME's and FW's - about 20 or more - who constantly bored in from straight ahead. I had two engines shot out and on fire, the oxygen was shot out and there was a fire in the bomb bays - and controls lost. I gave orders to "bail out". Shortly thereafter Capt. Adams was shot down. Lt. Miller was able to dive down and fly home with a group of B-17s.

The Co-pilot, Lt. Wockenfuss, recently transferred in from the 93 BG, states that "on the first pass our Navigator (Lt. Rexford Lipert) was killed. We could see the coast of Sweden and opt to try for it. It soon became apparent to all that it was hopeless, and the order to bail out was given. After the crew was out I started out. Our engineer had passed out from lack of oxygen and was blocking the exit. I must have beaten and abused him very badly trying to get passed him. I finally made it and was about to jump when something stopped me. I thought 'My God! I can't leave the Engineer.' I then grabbed him by the collar of his fur flying jacket and backed toward the bomb bay - falling out dragging his limp form with me. I saw him later on the ground and it looked like he had been through a meat grinder. I never did tell him that I almost had beaten him to death. I reasoned that he must have regained consciousness on the way down and had pulled the rip cord. I landed about 100 yards from the main gate of a German Army Camp."

The other 66th plane piloted by Captain Howard F. Adams, A/C # 41-23777 went down at about the same time. Only two men managed to survive out of the 11 men aboard - S/Sgt. James Mifflin and 2nd Lt. Wayne H. Gotke. Also aboard the ship was Robert B. Post, a New York Times correspondent. He was the only one of seven journalists - the "writing 69th" - who chose to fly with the 44th on this mission. The others chose to fly on the Fortresses and all returned safely. It is probably this unfortunate loss of the first and perhaps, last, correspondent that led to the almost complete exclusion of news of B-24 operations for many months to come.

Lt. Gotke had been blown completely out of the nose section by a terrific explosion - either a flak hit or .20 mm shell. The explosion knocked him out and the cold air brought him back to

consciousness. Though badly wounded he managed to pull his rip cord and parachuted on down where he landed between some trees. He stated that the plane had exploded, pieces of it fell around him after his parachute opened, and the Germans told him that the largest piece to fall intact was the rudder assembly.

Immediately after the return of the planes to the base, Lt. Kahl * and two other aircraft took off to search for the two missing planes, thinking they could spot them ditched, but nothing was found - as they never reached the North Sea. Lt. Gotke said he landed about 3 miles south and west of Oldenburg, Germany.

The gunners of the 67th planes piloted by "Pappy" Moore, Bucky Warne and George Phillip's crews were credited with several enemy aircraft destroyed. However, due to the thick cloud cover, bombing results were unobserved; and, although the bombs fell on the city it is surmised that they fell at scattered points.

27. The target for today was the port of Brest, France where there are submarine shelters, drydocks capable of handling any ship in the German Navy and other shore installations. Five 67th aircraft, along with five others from the other two squadrons were over the target and dropped their bombs. The results were generally unsatisfactory, but hits were claimed on the corner of the locks and a dock, as well as on buildings and warehouses near the docks. There were no losses. Surprisingly, the flak was light and the enemy fighters few!

In addition to the missions flown (above) there were other alerts that were scrubbed to such targets as Dunkirk, Boulogne, Amiens, German raider ships, etc. The month included some of the most difficult flying weather that our airmen have faced to date, and that any missions were completed without greater losses is a tribute to their abilities. Engineering states that "shorts and/or breaks in heating elements in the electric suits cause fabric to fire. Results were serious burns to the men, or frost bites.

* One of the other two planes going in search of our two missing planes was that of Captain Warne. He stated that they searched all over the North Sea for McPhillamey and Adams without seeing a trace. The search continued until darkness fell and he had to return to base that required a night landing - and reported that the field had good landing lights.

NOTE: It should be emphasized that the new machine gun oil was an absolute necessity. Most 67th aircraft were forced to carry a Thompson sub-machine gun loaded with tracers so that when the .50s froze up, the waist gunners would use the tracers to make a showing of a defense, hopefully keeping the enemy fighters at bay. Otherwise, most of our ships would have had to abort on nearly every mission due to lack of fire power, even though large quantities of ammunition was expended by most gunners firing short bursts to keep the guns warm enough not to freeze solid. Our men became so frustrated with the aborts associated with frozen guns that they chose to bluff the enemy pilots with tracers from their hand-held (and almost useless) guns. This lack of defense surely contributed to some of our early losses.

It must be noted at this time that the number of American aircraft bombing enemy targets in Europe was exceptionally small. European skies were darkened with defending fighters and ground defenses were numerous and powerful. Yet, into that inferno in broad daylight and hopelessly outnumbered, flew the men of the 67th spreading accurate patterns of explosives wherever they went. Each man's silent wish was for reinforcements, but with each mission their numbers diminished, and replacements were no where in sight. Unquestioning and courageously, they flew on. They rode through the flak and cold and the hordes of "yellow noses", with the full knowledge that they gambled at high odds. It was never a question of life and death; it was "the target at any cost and all else be damned".

Wilhelmshaven was hit on February 26th without loss to the Squadron, and gunners on Pappy Moore's, Bucky Warne's and George Phillips' crews were credited with enemy aircrafts destroyed. However, due to thick cloud cover, bombing results were unobserved. Although the bombs fell on the city it was surmised that they fell at scattered points.

The French port of Brest was attacked the following day, Feb. 27th, without any loss to the Squadron, and the flak was suprisingly light and the fighters few. Thursday, March 4th saw a diversionary flight over the Frisian Islands, then Brest was hit again Saturday March 6th. Then a series of diversionary sorties to the coast of Holland. The 67th now had a complement of five planes and five incomplete crews. Not a single replacement had arrived to compensate for the losses sustained, and day after day the same men took their ships into the sky and into battle.

"Fields of Little America" by Martin Bowman, Chapter two includes the following, "Four days later (March 8, 1943) sixteen B-24's from the 44th were dispatched to the marshalling yards at Rouen in northern France. This was a diversionary mission to aid Fortresses attacking Rennes. Several squadrons of R.A.F. Spitfires and, for the first time, the 4th Fighter Group's P-47 Thunderbolts, flew interdiction strikes against airfields ahead of the bombers.

Bob Bishop recalls that "The sky was like a black cloud of fighters". Unfortunately, unknown to the bomber crews, the American fighters had encountered heavy opposition, leaving the B-24's to fend for themselves. However some Liberators had their own problems. First Lt. Jim O'Brien had started out leading the Group with Lt. Col. Posey, the future 44th Commanding Officer, aboard. But one of the gunners, Sgt. Husseltine, had passed out through lack of oxygen and the B-24 was forced to return to base. Captain Clyde E. Price took over the Group lead and 1st Lt. Bob W. Blaine the deputy lead. (both 67th crews). With their fighter cover gone, the 44th was exposed to a Gruppe of FW 190's which attacked the fifteen Liberators from head on. At first the American crews mistook them for Thunderbolts because of the similarity in radial engines. All too late they realized their mistake, and Captain Price's ship (Miss Dianne) and Lt. Blaine's went down immediately. There were no survivors from Blaine's crew and only three from Price's. Price's ship crashed in flames with the bombs still in their racks. Both aircraft were from the ill-fated 67th Squadron, now reduced to only three original crews and aircraft. Jackson Hall had been grounded for medical reasons, leaving only the crews of Suzy-Q, Little Beaver, and that of 'Bucky' Warne's of the original nine crews.

(Lt.) Cameron adds this: "March 8th is also one of those days I am likely to remember. ... The crew of the 'Little Beaver' was flying on the left wing of the lead aircraft and once more had to witness our leader burst into flames and go down. As we approached Rouen, which we could see in the distance, the small specks we could see in the sky we assumed to be our Spitfire escort. These specks came directly towards us, then suddenly they were aircraft firing directly at us! I instinctively ducked below the cowlings and they came through our formation flying upside down, right side up, horizontal, vertical and shooting like hell all the while. As the lead aircraft and number two went down, we made a turn to the left and the rest of the formation joined on us as we headed home strictly in defeat. We were very lonely in a terribly hostile sky.

The two aircraft lost were Capt. Price in the lead and Bob Blaine flying in the number 2 spot. Thus, between the time we flew our first mission on 6 December 1942 and the completion of the Rouen raid, we lost five of our nine original crews. In the meantime, Capt. Jackson Hall had been grounded for medical reasons. This left our crew, Moore's and Bucky Warne's - and no replacements in sight.

In spite of the fact that most of us were depressed by the loss of friends, and of our own chances for survival, there was little if any complaining - at least on the surface. The situation was simply accepted and nothing could be done to change it. I don't suppose, however, that any of us actually gave up hope. I also suspect that those few who did, found their 'escape' from this horror of war by being chronically ill."

On the March 8th 1943 mission to Rouen, France Lt. Robert W. Blaine's aircraft was lost. The official records in the casualty list showed that the entire crew was Killed In Action, but the Navigator, 1st Lt. Leo O. Frazier, managed to survive. Here is his story:

Due to the fact that we did not have a full crew at the morning briefing we were not scheduled to go on this mission. However, we finally made up a crew and were assigned to go.

As we were a make-up crew, we did not fly our regular position and were assigned to the fourth ship in the last formation. This was, at that time, called 'coffin corner' but it did not bother us as it looked like an easy mission with fighter protection. However, this did not turn out to be correct as we were not met by our fighters, but the fighters of Goering's Flying Circus. On the initial attack they shot down the lead plane and then came through and got our plane.

I was the only survivor from our plane and when I landed on the ground I was met by a group of German soldiers and was captured.

Note: Lt. Frazier is one of the men in the POW photo on page 79.

The Spitfire escort finally showed up in time to prevent further losses. Even so, two B-24s barely made it back to England."

With the loss of Captain Price and Lt. Blaine over Rouen, the 67th formation grew thinner and thinner.

Casualty Listing for 8 March 1943:

A/C #41-23784 "Miss Dianne"

Price, Clyde E.	Captain	Pilot	San Antonio, Texas
Officially reported KIA			
Forrest, Robert E.	2nd Lt.	Co-pilot	Columbus, Ohio
Officially reported KIA			
Augustene, Jacob A. Jr	2nd Lt.	Navigator	Pittsburgh, PA.
Officially reported KIA			
Gross, Morton P.	2nd Lt.	Bombardier	Denver, Colorado
Officially reported KIA			
Jester, Donald E.	T/Sgt.	Radio Oper.	Ashtown, Arkansas
Officially reported KIA			
Snell, Dalton R.	T/Sgt.	Engineer	Marked Tree, Ark.
Officially reported KIA			
Gosline, Roy E.	S/Sgt.	Asst Engin.	Decator, Alabama
Officially reported KIA			
Devars, Deane J.	S/Sgt.	Gunner	Orleans, Nebraska
Officially reported POW			
Wyer, Iris C. Jr.	S/Sgt.	Gunner	Clarksburg, W. VA.
Officially reported POW			
Erhard, Kenneth L.	S/Sgt.	Waist Gun	Curwenville, PA.
Officially reported POW			
Fleshman, Lewis J.	S/Sgt.	Tail Gunner	Albany, New York
Officially reported KIA			

A/C #41-23988

Blaine, Robert W.	1st Lt.	Pilot	Plano, Texas
Officially reported KIA			
Roetto, Lawrence J.	2nd Lt.	Co-pilot	Ronett, ?
Officially reported KIA			
Frazier, Leo O.	1st Lt.	Navigator	Oakley, Utah
Officially reported KIA, but later learned he was POW			
Mayen, Thomas C.	2nd Lt.	Bombardier	San Antonio, Texas
Officially reported KIA			
Nored, George L.	T/Sgt.	Engineer	Mobile, Alabama
Officially reported KIA			
Williams, Don J.	S/Sgt.	Radio Oper	Amarillo, Texas
Officially reported KIA			
Breniser, Norman A.	S/Sgt.	Waist Gun	Greshan, Oregon
Officially reported KIA			
Doria, Frank N.	S/Sgt.	Waist Gun	Shreveport, LA.
Officially reported KIA			
Sufka, Edward	S/Sgt.	Tail Gunner	Hillman, Minnesota
Officially reported KIA			
White, Benjamin F.	Sgt.	Hatch Gunner	Rockland, Maine
Officially reported KIA			

On March 18th Major Moore led the 44th BG on the historic raid to Vegesack on which was decidedly proved the fire power of the American Heavies. In a raging battle over the target in which the Luftwaffe sent up every available type of aircraft, the up to then unprecedented number of fifty-two German fighters was destroyed and another forty-four damaged. Only three of the sixty-seventh ships went to Vegesack - the crews of Capt. Phillips and Capt. Warne in addition to Major Moore's Suzy-Q - but their combined effort netted a bag of ten enemy aircraft destroyed. In the words of Bombardier Jim DeVinney, it was "like shooting down clay pigeons". Of these ten, the rollicking crew of Suzy-Q was credited with a total of six.

Aboard the "Little Beaver" 2nd Lt. Thomas E. Bartmess of Houston, Texas and Sgt. Phillips made a joint claim of an Me 110, and this same Sergeant also claimed a FW 190. 1st Lt. Robert I. Brown, co-pilot of Suzy-Q said, "The fight against the Me 110s was just like shooting skeet. His engineer Gilbert Wandtke, sat on the catwalk in the bomb bay as the bombs were released. He remarked, "Everything in the target area was smashed up so badly by preceding formations that I had to look hard to identify it." And he also remarked that he saw "three enemy aircraft hit the water so close together that he thought they were bombs being dropped from another plane".

Capt. William H. Brandon of Nashville, Tenn., pilot of "Avenger" said, "The battle with the Nazi fighters was the toughest I have ever been in; it was also the heaviest concentration of flak, worse than St. Nazaire". Brandon saw an Me 110 coming right at his plane with its whole wing ablaze. He turned the nose of his ship down in time to get out of path of this doomed enemy, avoiding a collision. "He shot right over us and was on fire from our tracers - I think the pilot must have been dead".

1st Lt. C.L. Phillips, pilot of "Little Beaver" described the raid as, "It was one of our best raids. We plastered the target. Visibility was good and we could see our bombs hitting the submarine slips."

Between December 6th 1942 and Vegesack on March 18th 1943, the 67th Squadron had gone out on 17 operational missions, including a small number of diversions. It had lost five complete crews and six planes, and despite strong enemy opposition, had achieved excellent bombing results and shot down a goodly number of enemy aircraft. Furthermore, it had, through that period, gathered a fund of experience in battle tactics which would prove invaluable to the men who would follow. Twice they flew to St. Nazaire, twice to Brest and Wilhelmshaven, twice to Abbeville, then to Lorient, Romilly, Hamm, the coast of Holland, Rouen, the Frisian Islands and finally Vegesack; all without a single replacement except for men within the Squadron.

In the meanwhile the ground crews had overcome many of the mechanical difficulties which had dogged them unmercifully, and an abortive became an exception rather than the rule. The 506th Squadron, newly arrived from the States, was ready for its first mission, and replacements to join the thinning lines of the 44th were said to be on the way.

NOTE: SEE PAGES 356/7 FOR ORIGINAL 506th's COMBAT CREWS

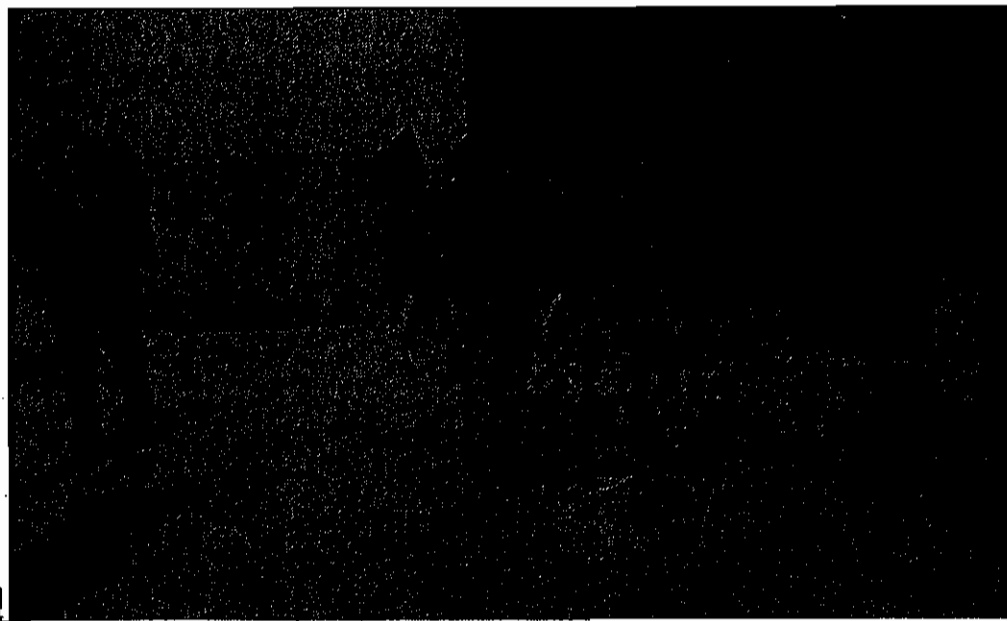
Over Wilhelmshaven on March 22 another of the original 67th crews was lost; this time Captain "Bucky" Warne and crew, in ship #832. The ship was damaged by flak, was seen to lose altitude and fall in the vicinity of AlteMellum Island. Ten men were seen to bail out, but only two have ever been heard from since.

Casualty Listing for A/C 41-23832 "Maggie"

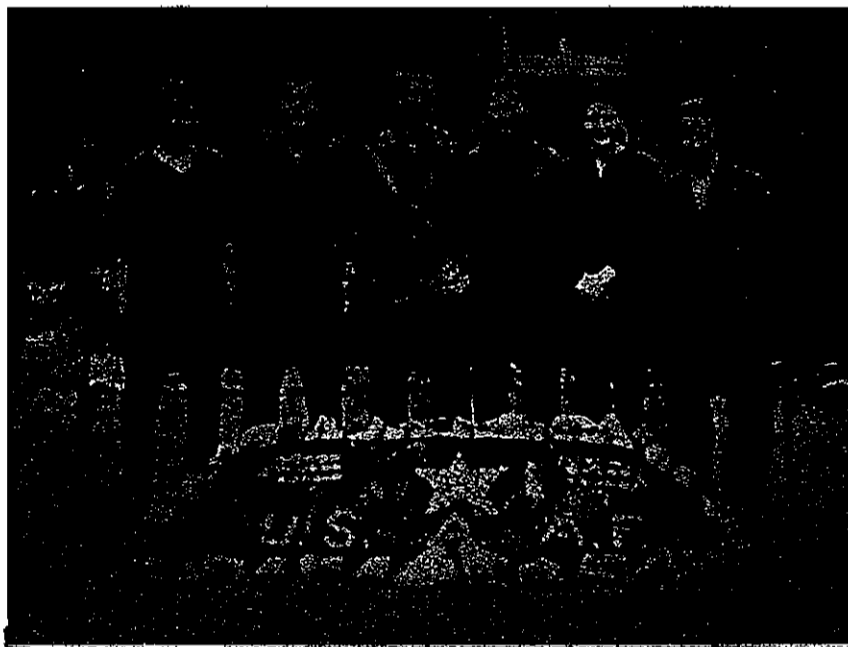
Warne, Gideon W.	Capt.	Pilot	Elburn, Illinois
Officially reported KIA			
Brown, Richard C.	2nd Lt.	Co-Pilot	Schenectady, N.Y.
Officially reported KIA			
Walker, Robert K. Jr.	2nd Lt.	Navigator	Newport Beach, CA.
Officially reported POW			
Rawls, Malcolm	2nd Lt.	Bombardier	Dozier, Alabama
Officially reported KIA			
Jones, Norman H.	T/Sgt.	Radio Oper.	St. Louis, Missouri
Officially reported KIA			
Gandy, Guy E.	T/Sgt.	Engineer	Davis, Oklahoma
Officially reported KIA			
Falls, Charles E.	S/Sgt.	Gunner	Birmingham, Ala.
Officially reported KIA			
Hammond, Charles P.	Sgt.	Gunner	Metairie, Louis.
Officially reported KIA			
Gritsonis, Nicholas C.	S/Sgt.	Asst Rad.	Chicago, Illinois
Officially reported KIA			
Klug, Lester G.	S/Sgt.	Asst Eng	DeLand, Florida
Officially reported POW			
Marquez, Gabriel A.	S/Sgt.	Gunner	Denver, Colorado
Officially reported KIA			

(Lt.) Cameron continues: "After the March 22 mission and the loss of Bucky Warne, the 67th Squadron was reduced to three B-24s and three crews. These were Howard Moore's 'Suzy Q', our 'Little Beaver' and a crew and plane just arrived from the States, Pilot Lt. Roach - our first replacement crew! The Group Staff had arrived at the conclusion that the old (??) co-pilots had now acquired valuable combat experience and could best use this experience as first pilots. Besides, who else could they get? Also, about this time there was a desperate search for people to form new crews. "George" Chester Phillips immediately got busy with me and a few days later I soloed in the 'Beaver'. Shortly thereafter, two officers, recently transferred in from the RAF, were assigned to me as my co-pilot (Bill Dabney) and navigator (Tom Clifford). There were many volunteers from the ground crews and five of these were sent off to two weeks of gunnery school. Upon return I had my two Flight Engineers, Gola Gibby and Roy Winters; two waist gunners, Ernest McCabe and Jerry Grett; and a tail gunner, Frank Maruszewski. A real character, a reject from a B-17 outfit (probably came to us on punishment duty) was given to us as our radio operator, Gerald 'Sparky' Sparks. He turned out to be the best morale booster on the crew with his guitar playing, singing and funny stories. We would not have traded him for anyone. The last to join us was our bombardier, 'Gentleman' Jim DeVinney. Jim was one of the old timers who had lost his original crew while he had been grounded with the 'flu. Jim was a member of the '200' club and a real ladies man. He wasn't too eager to join such a green crew, but he was persuaded. Thus was our crew born, and a fine, eager bunch of kids it was.

March 2 - Our three planes were off early on a raid briefed for Rennes, France but were recalled before leaving England. Had been in the air 1 hour 45 minutes and still gaining altitude over field.



Robert Eddings takes over from Bruce Brown chopping wood to supplement our meager coal supply.



44th BG POWs: Lts. Walker, Gotke, McPhillamey, Wockenfuss, Frazier and Mooney. Photo from Look. March 1943

4. Nine aircraft took off today on a diversion for a Fortress attack on Hamm, Germany. Three of the planes were 67th's. The diversion was to the Frisian Islands along the coast of Holland. The flight was uneventful and no enemy action was encountered.

6. The target today was once again the dock area at Brest, France. Of the ten ships put up by the 44th, three were from the 67th. Enemy aircraft attacked the formation prior to bombing but these attacks were ineffective although causing some damage and killing Sgt. Kressig of the 66th Squadron who was flying in one of the 67th planes. Bombing results included the hits on Naval storehouses and various buildings and installations. Capt. Warne's plane on both this & 4th.

8. Rouen, France was the target area and specifically the marshaling Yards situated on the west bank of the River Seine, south of Roen. This important yard is one of the largest in Northern France and with all its facilities extends for three miles. This marshaling 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 success of this bombing would disrupt the flow of war materials.

Nine B-24's of the 44th (5 of them 67's including Lt. Cameron's) left the base at 1203 hours, rendezvoused with the 329th Squadron (93rd) at 8,000 feet; then proceeded to Beachy Head, leaving there at 22,500 at 1331 hours and seeing Spitfire escort above and ahead, entered the French coast over St. Valery at 1353 hours. They proceeded toward Rouen, encountering a strong FW 190 formation of 30 to 40 planes at 1401, who attacked head on, generally level and cutting into the formation. The 67th lost both Capt. Price's and Lt. Blaine's ships on the very first pass as they were leading the formation and were taken by surprise, thinking the attacking planes were the P-47s expected to give the formation cover for the first time.

The loss of both of these lead planes caused the remaining ships to abandon the primary target and to bomb Targets of Opportunity north of the Primary. Seven B-24s returned to the base at 1510 after fighting their way through the FW 190s and claiming the destruction of several of them. The gunners of the 68th Squadron had claims of six enemy aircraft destroyed themselves, but the 67th and 66th did not identify their statistics.

12. With our total remaining aircraft (from the original 9) now down to three, we participated in a diversion to the Dutch coast with four other aircraft of the 44th. Each squadron sent only 2 each and without incident. Both Capt. Warne and Lt. Cameron flew.

13. Today was a repeat of yesterday with the same number of aircraft and the same diversionary area of the Dutch coast. Lt. Cameron and Major Moore piloted our planes, along with Capt Warne.

17. Once again it was a diversion to the Dutch coast but this time each squadron sent three planes (all of ours). The Forts were supposed to attack the Rouen area but were recalled before leaving the English coast. Our formation had no enemy attacks. Warne flew.

18. Our three remaining aircraft joined with three each of the other two squadrons and participated in a mission to Vegesack, Germany. Our formation was attacked before the target by almost every type of enemy aircraft, and raging air battles ensued. The 68th

Squadron recorded their tally of six enemy aircraft destroyed, (FW-190s, Me 109s & Me 110s), probably destroyed 2 and damaged one. Again, the 67th and 66th did not record theirs. Though experiencing so many attacks, no planes were lost from the 44th, but we had many damaged. The official claims were: 13-6-8 - (Destroyed, probably destroyed, damaged).

22. Our three planes again joined with three each from the 66th and 68th and participated in a mission to the dock and U-boat facilities at Wilhelmshaven. As usual enemy aircraft made concerted attacks before and after the bomb run. About a half-hour before bombs were away the attacks began. Capt. O'Brien, 68th Sq., had a habit of ducking his head and shoulders and this motion probably saved his life as two bullets went from the windshield into the partition where his head had been and ordinarily would have been. The bombing was very good and most of the bombs were dropped on the target area. The Group claims were: 10 - 6 - 0. Unhappily, the 67th lost Captain Gideon W. "Bucky" Warne and crew in plane #41-23832 while the newly arrived 506th Squadron and flying their first operational mission lost 1st Lt. Virgil R. Fouts and crew in A/C #41-24191.

The 44th put up 12 aircraft on this mission.

28. Bad weather has kept us grounded for nearly a week, but we managed to put our two remaining aircraft (Moore and Cameron), along with two each from the other three squadrons, up for the briefed target of Rouen Marshalling Yards. However, this mission was recalled at 1245 hours because of heavy cloud formations over France.

31. On the last day of the month we again put up our two aircraft along with 10 others of the Group to attack an important shipyard for the fitting out of E-boats and merchant vessel repairs. During *the establishment of the formation a 68th Squadron aircraft was caught in the propeller wash of another plane that 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 4000 feet and had to land because of possible damage to the tail structure. Our small formation reached the target of Rotterdam, but found it covered with 10/10th clouds and could not bomb the Dutch city without visual sighting of the target area. All planes returned to base safely, but one 68th plane had to circle the field for some time as the nose wheel was locked up. It was finally lowered manually and he made a good landing. This was the third mission of our newly arrived fourth squadron, the most welcome 506th!

*This aircraft, #41-23699 "Lemon Drop" went on to complete the famous Ploesti low-level mission and became the Groups assembly ship. Refer to page 160 for photo.

During the month the 67th Squadron received their first replacements - 1st Lt. William Roach and crew in new A/C #42-40126, Annie Oakley.

The severity of the losses incurred by the 67th Squadron as well as pitiful combat strength is only too evident on their operations daily assignment of April 12. A portion of which is shown below:

SIXTY-SEVENTH BOMBARDMENT SQUADRON (H) AAF
OFFICE OF THE OPERATIONS OFFICER
AAF STATION 115 ETOUSA APO 634

NUMBER 80

To: COMBAT CREWS, THIS SQUADRON

1. The following training schedule will be in effect for April 12th, 1943 and will be strictly complied with unless otherwise instructed.

Flying Training Schedule

Practice bombing on Sutton Walk Range made by individual squadrons. Four practice bombs will be dropped per ship, one on each of four runs. Photographs of each target will be made. Briefing time will be announced on the Tannoy.

Alternate Ground Training Program

0900 to 1000	Link Trainer: Lt. Cameron and Lt. Phillips
0900 to 1000	Spotlight Turret Trainer: Forehand and Helpfrey
0900 to 1000	Skeet Range: Susan, Wandtke, Collie, Hubbard, Price, Yeatts, Winter, Brumagin.
1000 to 1100	Aircraft Recog: All newly assigned crew gunners report to the Briefing Room.
1300 to 1400	Link Trainer: Lts. Brown, Mitchell
1300 to 1400	Spotlight Turret Training: Hubbard and Brumagin
1300 to 1400	Skeet Range: Cameron, Denny, Glaubitz, Price, Phillips, Grabowski, Forehand.
1300 to 1500	Bomb Trainer: Lts. Hill, Sgt. Kipple
1415 to 1630	Sunlamp Treatment: Lt. Lt. Brown and Lt. Phillips and respective crew.

DAILY INSPECTION OF AIRCRAFT BY CREWS UNDER SUPERVISION OF AIRPLANE COMMANDER:

TIME: ONE HOUR PERIOD AS COMMANDERS MAY PRESCRIBE.

STATUS OF COMBAT CREWS: AVAILABLE FOR FLYING 12 APRIL 1943

No. 1 - 807	REPLACEMENTS	PASS: April 11 to 16
P Phillips		
CP Cameron	Mitchell	Roach
N Bartmess		Tenney
B Hill	Kipple	Kissinger
E Denny	Wandtke	Kennon
AE Glaubitz	Hubbard	Graham
R Price	Susan	Landreth
AR Phillips	Ullrich	Steptoe
TG Grabowski	Klinger	Lewis
G Helpfrey	Collie	Adams
G Winter	Millhausen	Hobbs

FOR THE SQUADRON COMMANDER:

4. Once again it was a diversionary sweep along the Dutch coast by the very small 44th formation while the Fortresses were hitting Paris Renault Tank Works at Billancourt. All events went off according to plan and the flight was uneventful.

5. The target for today at Antwerp was the factory making spare parts for captured American vehicles. The Group put 14 planes in the air and 11 of them attacked the Primary, dropping bombs with good results. Sporadic attacks were made by enemy fighters and the Group claimed several victims without loss of any B-24s. Flak was light over the target and none thereafter. Official credits were: 7 - 3 - 0.

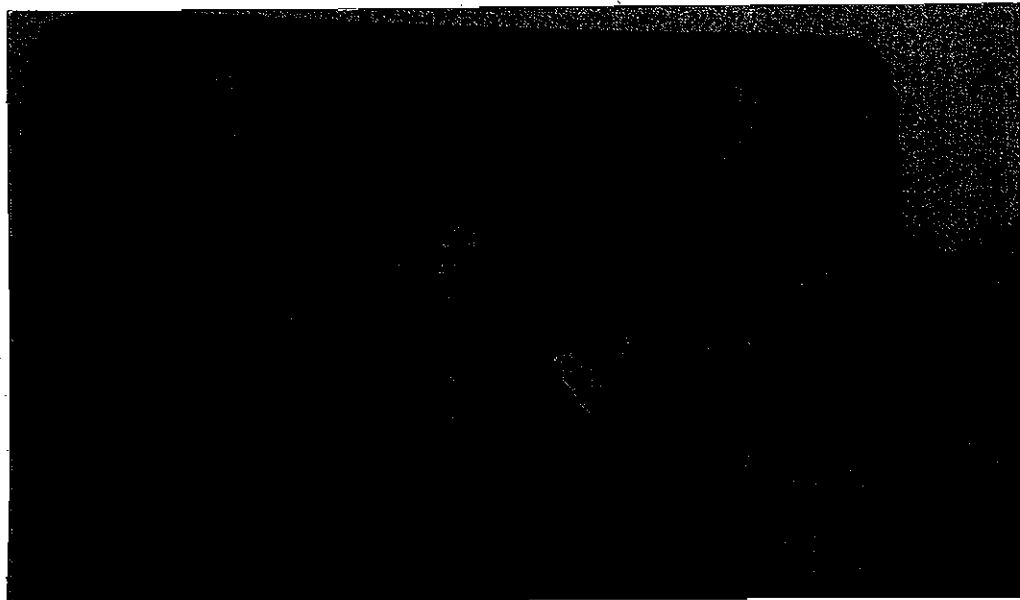
16. Very bad weather has kept us grounded for ten days, but today eleven planes of the 44th (Lt. Cameron being our only representative) attacked the target of Brest, France - once again in the dock area. Captain John Diehl, 68th Squadron, led the formation and the bombing results were reported to have been excellent. Considering the smoke screen that the Nazi's had surrounding the target, the bombing was a fine piece of work. The flak was variously described as light by the 68th and heavy by the 66th while enemy fighter attacks appeared to have concentrated on the 93rd BG. We made no claims, and all returned safely to base.

On orders from the 2nd Bomb Wing, the 44th BG concentrated on the training of newly arrived combat crews throughout the month of April. No further missions were carried out this month.

ENGINEERING NOTES: Nose and belly of the B-24-D is poorly defended. Solution: Increase the fire power by making guns more efficiently aimed and fired. Give gunners more ammunition in longer belts for sustained attacks.

Formations are too small to cope with new attacks of many aircraft at one time. So, fly formations close enough to limit attacks on any one group and still permit individual ships evasive action.

NOTE No. 2. Lt. Cameron's flight log indicated a mission to Kiel Germany but I can find no substantiation in any of these records. Perhaps the date is shown incorrectly as it precedes the diversion of 4 April.



"Sweating" them out - Sgts. Hall, Cisinski and Brown

The air battle of Kiel on the 14th of May was a mission for which the Group was to receive its first official unit citation award from the War Department and should be more fully covered:

The Krupp submarine & shipbuilding industry ranked third in importance in all Germany and was the vital target in Kiel. The submarine menace was at its height at this period and the preventative measure of striking at the source was the decision that had been reached by the Allies as the only adequate answer to this persistent cause of damage to our vital and far-reaching supply lines that stretched across thousands of miles of water. Kiel, then, was a target of utmost importance and it was recognized that the Axis would go to any extreme to see that it was highly and sufficiently protected.

At 9:00 on the warm May morning the first Liberator loaded with 100 pound and 500 pound incendiaries sped down the runway to take-off. For twenty minutes her sister ships followed and then they circled the field gaining altitude and falling into formation until they took off on their course to rendezvous with the Fortresses and head for Kiel. At 3:00 o'clock the same afternoon the nervous ground crews spotted the first twin-finned outline in the sky and work was dropped as they all rushed toward the runways to watch for - and count - their ships as they came in to land.

During the six hours that the ships had been gone one of the bloodiest and bitterest air battles of the war had taken place. A large formation of Fortresses (109) carrying heavy explosives, had led the way into the sky over Kiel - a sky that was dotted and pierced with innumerable bursts of flak. Because of the lighter incendiaries that the Liberators were carrying, they had been forced to continue their bombing run for two miles after the Forts had loosed their loads and pulled out. During this interim, 139 enemy planes of almost all known types swooped in on the bombers, taking vicious swipes at them as the incendiaries blanketed the target sending up fire and smoke that was visible for many miles.

Their primary objective - that of dropping their bombs effectively - had been successfully accomplished, now they turned to the life-preserving task that was ahead - fighting their way out. The Libs, flying "Tail End Charlies" for the Fortresses, were the most vulnerable. The attacks even on individual planes were too numerous to count, and often those in the nose of the ship never knew at the time that the tail and waist gunners were thwarting one attack while the well-gunner or top turret gunners were engaged with two other fighters. Over the already burning and smoking ruins below fell bombers and fighters that were shot from the sky. Along the route back, the Fortresses which had throttled back to allow the Libs to catch up with them, and their sister ships, continued the battle. Five Libs exploded in the air or fell to the earth in flames, but during the same period, 23 enemy fighters fell to our Liberator guns. In four action-packed minutes - from three minutes past twelve until seven minutes past - our gunners definitely destroyed fifteen enemy fighters and probably destroyed four more.

* One Liberator, piloted by Lt. John Y. Reed, had part of its tail knocked off and the hydraulic system shot out. T/Sgt. Adam C. Wygonik was wounded in the face and bleeding so profusely that his

* A/C #41-24014 P "Scrappy"

only hope for survival was immediate medical treatment. He bailed out over Germany, and Lt. Reed and his co-pilot, Lt. George W. Winger, struggled with the controls of the ship in an endeavor to get it back to friendly soil. They managed to get the ship across to England but with the wing flaps inoperative and the landing gear out of use as well as other battle damage, the Liberator was in no condition to be landed safely. Lt. Reed gave the order to bail out and one by one the crew members started floating down. Then, with the nose of the ship pointed towards the sea, Reed and Winger took to their parachutes, landing so close to the water's edge that salt spray dampened their flying gear.

The final score for the six hour flight on this spring day in 1943 was six Liberators gone (three of them being 67th Squadron) with the crew of one safe, 1 man seriously wounded, 11 men slightly wounded and the crews of the five Liberators, as well as Wygonik, listed as Missing In Action. 23 enemy aircraft had been destroyed and 13 more probably destroyed. Most important of all, the target had been successfully bombed and the battle against the U-boats at their source had resulted in a triumph that was to play a major part in the resulting reduction of the submarine menace to Allied shipping to hardly more than a serious nuisance.

The Battle of Kiel was a definite and unqualified victory.

~~Major James E. O'Brien~~, recently promoted to C.O. of the 68th Squadron, recorded his experience on this important mission in very fine detail and which deserves to be included in its entirety, but space simply doesn't exist. So, reluctantly, I've tried to condense it without omitting the highlights. He reports: "...we took off in the early morning fog and haze, made our rendezvous over the base, and 21 lonely B-24s were off to Kiel, Germany as the low group at 21,000 feet behind 70 B-17s stacked up to 32,000 feet. We had tried to get more B-24s from the 93rd BG but they couldn't even put up one flight due to damage from previous flights and general maintenance problems. We had a beautiful formation flight out over the North Sea at 500 ft.

About 200 miles out we started our climb to 21,000 feet knowing that the Germans would have us tracked with radar from this point on. As we passed through 19,000 feet above the Friesen 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 a sudden our ship was rocked with two explosions. One real indication of trouble was 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 a kill. And 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 their clusters of matchstick incendiaries which added more confusion. The clusters did not hold together for 200 feet before breaking up as they were designed. 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 of 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 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 Lt. Robert Brown 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 now joining us. FW 190s in formation on the left and Me 109s off the right wing. "Mac" 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 brought us through. In the past we had outlasted German fighters until back over the North Sea, but now we are practically standing still in a 70 MPH headwind on a 285 degree heading with lots of German soil still underneath.

There must have been two Jerrys sitting off out 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. My first knowledge of fire was the intense heat all over the cockpit and I leaped out of my seat, breaking my oxygen hose. I pulled open the top hatch to get out, 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 to make an opening large enough to exit, providing one 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 a life raft dinghy. I threw the dinghy pack to the floor and found my chest pack in time to get into the nice quiet of the atmosphere.

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, Ernest, Husselton, McCammond and Costillo (in a stretcher). 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)."

Castillo, the tail gunner, recently contacted Jim O'Brien and told him this story, "The last thing he remembered was a couple of German fighters sitting just off the tail of the aircraft and systematically peppering the rudders and tail section. He and his tail turret had been knocked out of commission, his ammunition box near his right foot had been hit and wedged against his foot, badly mangleing it. The next thing he remembered was being picked up on the

ground. He didn't know that the other crewmen had pulled him out of the turret, dumped him out of the airplane and pulled his chute for him. Harold Van Oyen was drowned in the Kiel Bay before he was picked up by a German boat. The rest of us were POWs for two years."

Colonel (then Lt.) Cameron makes these comments about this disastrous raid on Kiel: "I arrived in Norwich by train from London along with Howard Moore (then 67th's C.O.) and Bill Dabney early the morning of that mission. We learned from an airman that we met that there was to be a briefing, so we got a cab and reached the base about 0400 hours - in time to attend the briefing. My old crew - C.L. Phillips in 'Little Beaver', Robert I. Brown with Howard Moore's crew, and the new crew of Lt. William A. Roach were all scheduled to go - and did. And not to come back - none of them. The B-17s bombed through them - as one could see on the cover of Life magazine. That was a very sad day for me. Howard and I were the only pilots left from the original crews. For me, it was the lowest moment of some low moments of my thirty months of the war."

The fate of 'Little Beaver' was found in two letters sent from POW camps, so the information is quite sketchy. Bombardier Lt. William E. Hill reported in part, "Thanks to everyone's prayers I am still alive. Only officer of my crew alive, plus three enlisted men. This leaves 4 out of ten. A 20 mm cannon shell exploded right in the nose of the plane. I believe having a steel helmet on saved my life. Flames broke out immediately and the plane went into a flat spin. My navigator (1st Lt. Thomas E. Bartmess) bailed out and I followed him. He landed in water, but got caught in shrouds of parachute and drowned. Fortunately, I stayed with plane about 3 minutes longer and landed on the beach. Was almost knocked cold by blow on forehead as chute opened and again when I landed....."

T/Sgt. Michael J. Denny, Engineer, adds, "Roach went down before we did - all dead but Kissinger. Brown went down about the same time as we did, all O.K. but Klinger, Millhousen and some new boy. We were hit after we left the target. Two bursts in back end then one engine out; then a burst in back of navigator. The whole inside of the flight deck was a mass of flames, so must have hit accumulators (hydraulic system); went into a flat spin and had a Hell of a time standing on my feet and putting on my parachute. Tried to put out the fire but impossible. Could not get doors open, so I walked back to the rear windows to get out, bailing out at 800 feet - last one to leave the plane. Saw ship crash and burn. Chubby Hill, Glaubitz and myself are the only ones that got out. Glaubitz was hit pretty hard, still in hospital in pretty bad shape. (Charles Forehand also survived)." I was captured; and after a time I was taken to a building in which I saw five or six bodies. One of them was Tom (Bartmess)...I believe he died from exposure."

Casualty Listing: A/C #41-23807 U "Little Beaver"

Phillips, Chester L.	Capt.	Pilot	Greenville, Texas
Unreported, later determined DEAD			
Wilborn, Everett W. Jr,	1st Lt.	Co-Pilot	Port Lavaca, Texas
Officially determined DEAD			
Bartmess, Thomas E.	1st Lt.	Navigator	Houston, Texas
Officially reported KIA (Drowned)			
Hill, William E.	1st Lt.	Bombardier	Louisville, KY.
Officially reported POW			

Denny, Michael J.	T/Sgt.	Engineer	Shortsville, N.Y.
Officially reported POW			
Price, George B.	T/Sgt.	Radio Oper.	Oakhurst, N.J.
Officially determined DEAD			
Hubbard, Gaylord F.	Sgt.	Gunner	Blackton, Iowa
Officially determined DEAD			
Glaubitz, Dale A.	S/Sgt.	Asst Eng.	Sidney, Nebraska
Officially reported POW			
Phillips, Edward W.	S/Sgt.	Asst Rad.	Ft. Worth, Texas
Reported as KIA, no date			
Forehand, Charles C.	S/Sgt.	Gunner	Nashville, Tenn.
Officially reported POW			
Grabowski, Barney J.	S/Sgt.	Tail Turret	Detroit Michigan
Officially reported KIA			

T/Sgt. (Radio Oper.) John L. Susan relates his experiences: "Miss Delores" took a hit and we started to fall behind as one of our left side engines was out. (Lt. R.I. Brown's ship). 'Wing' had recently declared by a directive that Radio Operators could not man the top turret, but should man the radio. Gib Wandtke was operating the top turret on this mission, but the flak burst had also hit Gib. He took some metal in his knee and he came tumbling down out of the turret. He motioned to me that I should get into the turret - and I did. But unknown to me was the fact that the flak burst had also knocked out the Intercom! Everyone, therefore, was on his own.

When I got into the top turret we were already a sitting duck as we were falling behind the formation due to that lost engine. And my guns would not fire between the two verticle stabilizers for some unknown reason. I kept cussing as I would bring the guns down to shoot at as many as six following Jerries who were taking pot shots at us from the rear. I don't know if our tail turret guns were functioning or not. But soon our left wing started on fire - and it was time to get out.

Just when I decided the situation was too precarious, our Pilot Lt. Brown, tried to give the signal to bail out, but he could not communicate with the crew to advise them. We had dropped our bombs and the bomb bay doors were still open. Gib Wandtke, wound and all, fought his way back to the rear of the plane to warn the gunners to abandon ship. When he got back to the flight deck I had found my chest pack chute and was standing on the catwalk at the front of the bomb bay. So I tumbled out, and, knowing that some Jerries would attack a chute, delayed my opening of the chute for about 60 counts.

When I pulled the cord my altitude was about 8000 feet and the feeling was very eerie - no sound whatever. A very, very quiet feeling, with only the wind through the shrouds that could be called a whisper, was the only sound that could be discerned.

Above, I could see the remaining planes on their way back from Kiel. Back over the Bay I could see many chutes on the way down high above me. Below, I noticed some boats leaving their wake in the bay. Shortly thereafter, I took off my bail-out bottle, my shoes, and loosened my harness as we had been instructed to do over water. Hanging onto the harness by my hands, I approached the water of Kiel Bay.

There is one problem, however. How do you know how high you are

off the water? Are the whitecaps you can see six inches high - or 16 inches high? You have no reference point on water to judge your altitude. When I thought I was 6 to 10 feet above the water I let go of my harness, but I had miscalculated. Just as I let go, my feet were already in the water and the shroud lines came tumbling down over my head!

As I entered the water I went on down possibly 10 feet, but being bouyant, popped right up under my shroud lines. The parachute canopy also had dropped over my head and my fight to free myself began. I struggled with the shroud lines and the chute until I thought I would never get free. Just then a boat came by and a fisherman took his gaff and pulled me out of the water like a big fish. He probably saved my life by being there. Other members of the crew, if they did not delay their opening, may have drowned by being blown out to the mouth of the Bay.

Later I learned that during the battle, Lt. Haywood, our Bombardier, after dropping the bombs, saw a cannon shell coming toward the front of the plane and covered his head with his hands. The shell exploded on the plexiglass nose section and shattered plexiglass burst against him. When he became a POW his hands and forehead were peppered with shrapnel and plexiglass. He no doubt saved his eyes by shielding them with his hands.

Casualty Listing: A/C #41-24278 Q "Miss Delores"

Brown, Robert I.	1st Lt.	Pilot	Norwalk, Calif.
Officially reported POW			
Westbrook, Hartley A.	1st Lt.	Co-Pilot	Coon Rapids, Iowa
Officially reported POW			
Bishop, Robert H.	Capt.	Navigator	Knoxville, Tenn.
Officially reported POW			
Haywood, Holdon R.	2nd Lt.	Bombardier	Terra Haute Ind.
Officially reported POW			
Wandtke, Gilbert A.	T/Sgt.	Engineer	Manawa, Wisconsin
Officially reported POW			
Susan, John L.	T/Sgt.	Radio Oper.	Llewellyn, Penna.
Officially reported POW			
Millhousen, George R.	S/Sgt.	Gunner	St. Louis, Missouri
Officially determined DEAD			
Ullrich, August	S/Sgt.	Asst. Rad.	Brooklyn, New York
Officially reported POW			
Cate, Richard E.	Sgt.	Gunner	Hampton, Virginia
Officially reported KIA			
Klingler, Roy L.	S/Sgt.	Tail Tur.	Portland, Oregon
Reported as KIA, no date -			

There was but one survivor from 1st Lt. William A. Roach's crew and I've been unable to locate or contact 1st Lt. Kissinger. Also, Bombardier, 2nd Lt. Wyatt S. Kennon evaded capture for a period of time but later he was reported killed, but no particulars.

Casualty Listing: A/C#42-40126 T (First replacement A/C & Crew)

Roach, William A.	1st Lt.	Pilot	Lumberton, No. Car.
Officially reported KIA			
Tenney, Ross A.	1st Lt.	Co-Pilot	San Diego, Calif.
Officially determined DEAD			

Kissinger, Louis L.	1st Lt.	Navigator	Rio Linda, Calif.
Reported POW, no date -			
Kennon, Wyatt S.	2nd Lt.	Bombardier	Unknown
Avoided capture; later reported killed			
Graham, Sidney W.	T/Sgt.	Engineer	Pullman, Washington
Officially reported KIA			
Steptoe, Thomas E. Jr.	T/Sgt.	Radio Oper	Manaroneck, N.Y.
Officially reported KIA			
Lewis, Carl R.	S/Sgt.	Well Gun	Mt. Pleasant, PA.
Officially determined DEAD			
Adams, Richard W.	S/Sgt.	RW Gunner	Macon, Georgia
Officially reported KIA			
Hobbs, Herbert J.	S/Sgt.	LW Gunner	Salisbury, N.C.
Officially determined DEAD			
Landreth, Calvin F.	S/Sgt.	Tail Tur.	Indianapolis, Ind.

In a 68th aircraft #41-24009 "Margaret Ann" piloted by 1st Lt. G. R. Jansen, the crew said that they dropped their incendiary bombs on the target. S/Sgt. R.J. Reasoner, tail gunner had a head injury from a .30 caliber bullet; M/Sgt. Robert M. Smith, RWG, had 20 mm fragments in his right leg; Sgt. R.J. Butler, well gunner, was wounded in his right hand and right arm and chest from .30 caliber machine gun bullets; S/Sgt. Leo V. McCrady, Jr. had a .30 caliber bullet lodge in his stomach and died the next day of this wound. The plane had the left rudder damaged and had holes about two feet in diameter in the left wing believed caused by flak. One tire was punctured by a bullet, so the plane had to be crash-landed back at the base. It was the superb work of Lt. Jansen that made possible the safe return of this "Liberator" with its wounded men. He made a perfect landing considering the flat tire - and allowed the men to receive immediate medical attention.

On this same mission Capt. Holmes brought his plane back safely to base. This 68th plane had all the radio equipment knocked out except the command receiver, the hydraulic system was shot away, and all of the antenna was shot away. The dynamotor under the flight deck was all shot up, the cockpit had .30 caliber holes through 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, and there were about 100 various holes in the fuselage and wings. One rudder control cable was frayed, one pulley was broken, the electric wiring to the tail turret was shot into two pieces.

The loss of the planes, though keenly felt, was trivial when weighed against the loss of the men who went down with them. Later, hopefully, news would be more definite but as yet MIA became the solitary remark scrawled across the mission record of each man.

The flying men of the 67th, pioneers of the Eighth Air Force in its quest to prove to a skeptical world the efficacy of daylight bombing, had gone. Hampered by circumstances ranging from frigid weather to sickness, and overwhelmed by the powerful Luftwaffe, they nevertheless carried the war unrelenting into territories regarded as invulnerable. They pierced the best planned defenses, hurdled barriers of hanging flak, and though unmercifully pummeled time and time again, they pricked for once and always the bubble of Luftwaffe invincibility; they had all gone, but the lessons they had taught the world would live through the days when Germany would once again be on her knees!

The second chapter in the history of the 67th Squadron began at Bordeaux, France on May 17th, just three days after the Battle of Kiel. Lts. Cameron, Weaver, Carpenter and Kolliner had replaced as pilots those who had gone before, and leading them still was Major Moore, one of the few survivors of the originals. A number of new aircraft had arrived, a new spirit of resurgence had arisen in the Squadron, and when the day for Bordeaux had arrived, though faces were new, the confidence of old had manifested itself everywhere.

This Group's Liberators dealt military targets in the harbor of Bordeaux one of the most precise and devastating aerial blows of the war. Particular elation was caused by the fact that not only was the target smothered with bombs, but the non-military portions of the city came out unscathed. It was a prodigious feat of both navigation and bombing, and for almost the first time the Liberators were greeted with acclaim that had been hitherto reserved for the better known Forts.

The tremendous success of the raid on Bordeaux was the result of careful planning, perfect navigation and bombing, and most important, a strict compliance with matters of security. The last, a common denominator of every success, a holding in its hand the balance of victory proved its importance, for as the Liberators of the two Groups (44th & 93rd) roared in over the target from the west, not a flak gun fired and the skies so recently filled with diving defenders, was devoid of any opposition. The following is a resume of the mission and of the precautions taken to safeguard the nature of that mission:

The Liberators of the 44th, their deep bellies loaded with high explosives, had stood in their particular revetments since the morning of May 15th. The next day following a hurry-up call to all combat crews and crew chiefs of each plane, the ships left Station #115, and with the utmost secrecy proceeded to Davidstowe, Moor, an isolated spot on the southern-western part of England. Refueled to capacity, and twenty-one in number (five of them 67ths) the planes left Davidstowe the following morning (17th) and thundered out over the sea. In the lead ship of the 44th Group was Major Moore, pilot, with Colonel Johnson, Command and co-pilot, as well as an observer was General Hodges (Commander of the 2nd Wing). James DeVinney, ace bombardier of the Group, huddled in the nose of Suzy-Q and beside him was the navigator, Mike Mikolowski. The navigation preformed by Lt. Mikolowski left nothing to be desired. With briefing instructions flawlessly executed, the lead ship slipped over the target precisely at the zero hour; DeVinney, crouched at his bombsight, released the bombs, and bombing on this leader, the remainder of the Group sent their explosives crashing down. So perfect had been the navigation, and so closely guarded the route of flight, that Bordeaux radio station was still on the air at the very moment that the Group had come within sight of their target. The bombing itself was but an anticlimax. Pin-pointing at its best, it left the target a heap of smoking rubble, as shattered concrete spilled over into the locks and smoke jetted upward into the skies.

Lt. Mikolowski, for his skillful work in leading his Group to its target; and DeVinney, for his uncanny bombing, were decorated with the Distinguished Flying Cross. Their dual exploit, besides

inflicting heavy damage on the target, gave conclusive evidence that daylight bombing had come to stay - and that the B-24 Liberators could work effectively alone.

On this raid, one of the freak and unfortunate accidents of the war took place. As Capt Diehl was heading his plane across the Bay of Biscay a mere twenty miles from the coast of Bordeaux, he suddenly heard the excited voice of S/Sgt. Herbert H. Gentry, his engineer, who was manning the guns at the right waist window saying, "We've lost Hogan out the window!!" In a matter of seconds they were over the target and Lt. Herbert W. Light had loosed the bombs from his position in the nose of the ship and it was not until they had started back on the route for home that they discovered the truth of the story. T/Sgt. Harry C. Hogan had been standing by the left waist window when somehow his parachute had accidentally opened and was caught in the speeding air stream outside the open window. Hogan was pulled through the window and to almost certain death as the parachute was pulled through the window it became torn, and he was pulled onto the tail assembly before dropping down into the cold water below. Note - later he was officially determined DEAD.

Twelve days after Bordeaux, May 29th, the 44th, continuing its efforts to smash the U-boat menace before it put to sea, went after the locks and sub pens at La Pallice. These were the Primary targets, but because of scattered clouds in the target area, alternate targets were hit. Among these were railroads, highways, warehouses, etc., and one flight reported direct hits on three ships lying in the harbor.

The two mission, Bordeaux and La Pallice, had been run at no loss of aircraft through enemy action, and Jerry was beginning to show some reluctance toward engagement.

In addition, the newly arrived 506th Squadron, which finally completed the fourth squadron of the Group, had up to now participated in four bombing missions, along with several diversions. So they were feeling very much like veterans and were doing a fine job of giving the Group its full fighting strength of four trained and ready squadrons.



L to R: Tom Osmandson, Sam Palmer, Capt. Ramsey, Marty Vodinelish, Steve Horvath and George Moore

1. Today the 44th sent 18 aircraft (3 of them 67th's) on a diversion near Lizard Point in aid of Fortresses that were attacking St. Nazaire, France. There were no incidents.

4. Today was another diversion from Orfordness to North Foreland to assist Fortresses that were attacking Antwerp. The 44th put up 13 aircraft, with the 67th sending out only three. Again, we encountered no enemy.

14. KIEL, GERMANY. Today the 44th dispatched 21 aircraft but only three were from the 67th. One of the six planes that the 506th sent aborted. The target was the Krupp submarine building works with the planes of our Group being the only Liberators participating, following approximately 125 Fortresses.

This proved to be a memorable day as later the Group was awarded its first Distinguished Unit Citation. The flak was terrific, along with swarms of enemy aircraft engaging in furious duels. To show the ferocity of the enemy air attacks, this Group alone claimed thirty-two enemy aircraft as destroyed, five probables, and seven damaged out of one hundred and seventy-two enemy aircraft attacking. The 67th's three aircraft were flying "Tail end Charlies" and were challenged early and often, but unfortunately we lost all three aircraft and crews. In addition to our three planes, the 506th lost Lt. Swanson in A/C #41-24295; and the 68th lost Lt. Howell and crew in A/C #41-23819, Rugged Buggy. The 66th ship piloted by Lt. Reed was so badly damaged that he ordered his crew to bail out over the base and then headed his ship out to sea and then jumped.

Lt. Westbrook said that he was asked to fill the vacant co-pilot position on Lt. R.I. Brown's plane in order to make a full crew and third plane for the 67th, and they did not return.

The 68th gunners leveled the following claims against the enemy: twelve destroyed, five probably destroyed and one damaged. This is believed to be one of the largest scores to be made by a total of five ships from a single squadron in this theater.

One 506th plane was badly damaged and upon their return to the base the control tower was only interested in whether the tires were flat. The control tower could see all the holes and feared that a flat might cause a crash and considerable damage to the runway. So they diverted the plane to Belfast, Ireland where the plane was landed without incident.

17. The planes of the 44th BG, 21 in number and including five from the 67th, took off for this mission from Davidstowe Moor in the southern end of England, having flown down there on the previous day. The target was the submarine repair shops at Bordeaux, France as this port had been developed as the European terminal for blockade running between German Europe and the Far East. The raid was nearly perfectly executed and very successful. The only blot on the record was one 66th aircraft piloted by Lt. Hilliard (A/C #42-40130 H) found it necessary to divert to Spain, and was interned.

29. The target for today's mission was the docks and harbor installations at La Pallice, France. The 44th dispatched 21 aircraft with (apparently) five from the squadron. Bombing results were good, flak defenses were light and poor. No enemy aircraft was encountered.

This was the last operational mission for the 44th prior to their departure for North Africa.

Though perfect bombing weather prevailed throughout most of June and the material strength of the Squadron was at a minimum, operational missions had strangely ceased. On the other hand, the Luftwaffe seemed to have intensified its own offensive, dropping its bombs with each successive attack, closer and closer to Station #115. None as yet had fallen on the airdrome, but surrounding fields were dotted with craters and fallen trees - and the ring seemed to be closing gradually tighter. Just as they had begun, the attacks suddenly broke off and nothing was heard of the Luftwaffe over #115 for some time.

The aura of mystery had permeated the Squadron. All thoughts of bombing were seemingly forgotten, and though the planes flew on in continuous training, the ground crews speculated wonderingly, the mystery deepened. It grew stranger with a sudden innovation of huge B-24s over the drome at altitude startlingly low. First regarded by those on the ground as mere horse play, it took on a more serious aspect when the highly precision Norden Bombsight was removed in favor of a modified "ten cent" gunsight, and in lieu of the single, flexible guns in the nose of our "D's", hurried orders to install swivel controlled twin .50's were received. Twin .50's were also placed in the two waist window positions.

The farmers within a 100-mile radius of the base began to shake their heads and mutter. "Those crazy Americans!" For thirty days the bombers swept over the English countryside at tree-top height frightening livestock and rattling windows in the old farmhouses. The farmers were not the only ones that looked askance; one ground crew chief, after watching his ship skim over trees and hangers allowing a clearance of hardly enough inches to measure his close-cropped hair, shook his head in discouragement. "I don't know whether I'm crewing a B-24" he commented, "or a bloody four-engined Spitfire!"

I can personally testify that a formation of B-24s suddenly passing overhead at tree-top altitude so that neither can they be seen or heard approaching is a frightening experience. Instinct dictates for one to immediately "hit the dirt". It is truly quite a shock.

Whether being flown as a bomber or a fighter, however, the Liberator put in a good many hours in June at minimum heights. The farmers, who had grown accustomed to the sudden blast of engines and the quick shadows of the bombers in close formation as they crossed their fields at such low altitudes that they involuntarily ducked their heads. In early July they were surprised to find things strangely quiet - the Liberators had disappeared.

The invasion of Sicily opened and the 8th Air Force dispatched the 44th BG into the Lybian desert to help clear the way for our advancing infantry. It happened on June 26th when the entire Flight Echelon of the 44th, all available combat personnel, plus a skeleton ground force, left Shipdham for Port Heath, England at 1200 hrs and arriving there at 1430. On June 27th the planes took off from Port Heath and landed at La Senia, North Africa at 1700 hours and spent the night there. The next day the last leg of the journey was made and a group of tired, dusty men landed at Benghazi, their future temporary home. After pitching tents was accomplished, men went swimming in a lake 21 miles distance. The climate, dry and dusty, was a tremendous change over the fog and dampness of England and the men basked luxuriously in the evening sun.

HEADQUARTERS
44th Bombardment Group (H) AAF
Office of the Group Commander

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19 September 1943

Subject: Report of Operations
To: Command General, 2d Combat Bomb Wing

1. Preliminary warning of our impending move was received in June. In order to be in readiness the various section heads were requested to prepare minimum estimates of personnel and material needed to carry on their functions for various periods of DS ranging from a few days to a month or so.
2. When the order to move came on 18 June, personnel and equipment as planned for a two (2) week DS were made ready. The Group was actually on DS for nearly two (2) months.
3. All ground personnel, their equipment and personal effects, were transported by air in combat aircraft of the Group. The afternoon of 26 June, thirty-nine (39) B-24s loaded with their crews and above mentioned ground personnel took off for Portreath, England.
4. Two (2) aircraft were left behind under orders to join later bringing (?) certain special target information and equipment.
5. On the morning of 27 June, thirty-nine (39) B-24s took off from Portreath. The long trip to Oran was uneventful aside from some slight flak put up from Spanish Morocco. The night was spent in the quarters of the old French (?) airdrome at Oran. Take-off in the morning was somewhat delayed because of difficulty in refueling. The take-off was finally accomplished by noon. No briefing information for the remainder of the route was available at Oran except weather.
6. In the late afternoon aircraft landed on Benina Airdrome. This airdrome was an old Italian field approximately 20 miles west of the city of Benghazi. It was currently in use as an operational field by the 98th Bomb. Group of the IX Bomber Command.
7. All personnel were housed in tents and nearly all ground departments were similarly housed. Mess, Headquarters, Briefing Room, Communications, Photographic and many other necessary facilities were made available by sharing the existing facilities of the 98th Group which had its full ground equipment. In addition, some additional personnel were obtained from MP units and from the detached ground echelon of a Troop Carrier unit and a Service Squadron.
8. Fifteen (15) operational missions were flown during the period the Group was in Africa - as listed:

MISSION	DATE	A/C ATTACKING	BOMBS DROPPED TONS	E/A DESTROY.
Lecce Airdrome	2/7/43	19	51 $\frac{1}{2}$	2
Messina	5/7/43	19	55 $\frac{1}{2}$	2
Gerbini Airdr.	6/7/43	26	76 $\frac{1}{4}$	0
Catania Telep.	8/7/43	20	59 $\frac{3}{4}$	0
Catania M/Y	10/7/43	28	74 $\frac{1}{4}$	0
Reggio de Cal	12/7/43	24	93	0
Grotone Airdr.	13/7/43	28	80 $\frac{3}{4}$	0
Foggia Aird.	15/7/43	24	67 $\frac{3}{4}$	0
Naples M/Y	17/7/43	26	69 $\frac{3}{4}$	24
Rome Litterio	19/7/43	27	63	2
Ploesti	1/8/43	36	59	25

HEADQUARTERS

44th Bombardment Group (H) AAF
(Con't)

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MISSION	DATE	A/C ATTACKING	BOMBS DROPPED TONS	E/A DEST.
Weiner Neustadt	13/8/43	23	39 3/4	2
Foggia Sattel.	16/8/43	23	46 4/5	32
Foggia M/Y	19/8/43	6	14 1/2	6
Cancello RR St.	21/8/43	9	20 1/2	13
<u>Totals for 15 Missions:</u>		<u>338</u>	<u>871 3/10</u>	<u>108</u>

9. During these operations aircraft were expended as follows:

Original Force	41
Assigned	4
Total	<u>45</u>
Lost in Combat	20
Damaged A/C in Sicily (transferred)	1
Damaged A/C Non-Operational (Benina transferred)	1
A/C needing major repairs & Transferred - Gibraltar	<u>1</u>
Total	<u>23</u>
Aircraft returning	22

In addition, one A/C borrowed from 376th Bomb Group was lost in combat.

10. On August 22, orders were received to return to England. Because of losses of equipment, it was no longer possible to transport all personnel by the Group's own aircraft. Some personnel were therefore transported by A.T.C. On the morning of 25 August, (18) eighteen of the twenty-three (23) remaining aircraft took off for Shipdham. After slightly over a day in Marrekech, the flight proceeded to base.

At present twenty-one (21) aircraft have returned to base and two (2) are at Gibraltar, one of these will proceed when repaired, but the other was in need of such extensive repairs that it has been transferred.

11. Such sustained operations, with personnel and equipment as limited as in this case, appear to put too much of a strain on personnel and equipment to make efficient, continued operation possible. Engines were run behind their normal times for inspections; this was true on all sorts of equipment, with the inevitable result of a general deterioration of equipment.

12. If it is necessary to move an Air Echelon for a protracted period, adequate personnel, spare parts and facilities should be arranged for, from sources in this Theatre or transported in aircraft other than combat from the original unit.

13. Attached hereto are reports from the Armament, Section, Engineering Section and Communications Section.

GOODMAN G. GRIFFIN, Jr.

It is necessary to give a picture of Benina Main, the desert airfield in Mussolini's fallen Empire. Located 15 miles from Benghazi, chief seaport with Tobruk in the heyday of Il Duce, Benina Main had become the chief bomber base operating against the islands of Pantelleria and Lampedusa, and now Sicily. Haphazardly tossed onto the red desert sands, it was but an incoherent jumble of runways and revetments, and to find one's way from point to point amid the sage and swirling sand became a science.

The days unbearably hot after the time in England, the various insects and desert rodents at every turn, the gritty sand in the food - and tearing into the aircraft engines, all combined to make the days too short. Hundreds of Italian and German planes, damaged beyond repair littered the surrounding area for miles, and on the wall of the battered hangers, still raising its ugly head through the broken concrete, remained the shattered basis of Fascist philosophy, the words, "Believe, Obey, Fight!"

The nights, cool, comfortable and starry, time and again tended to bolster the sagging spirits of the terribly overworked men. Engine change, once considered complex and burdensome, became but an everyday drudgery, as the howling sand ate its way into the cylinders, and every remaining system of the B-24s.

And now the 67th Squadron had ten planes but for the greater part, they were unknown and untried. Only Major Moore and 1st Lt. William Cameron among the pilots, were veterans. Their planes, pilots and names were:

41-24229 <u>P</u>	W. R. Cameron	Buzzin Bear
41-24232 <u>M</u>	J. E. Hill	Calaban
42-40267 <u>N</u>	R. L. Carpenter	Horse Fly
42-40371 <u>Q</u>	E. H. Reinhart	G.I. Gal
42-63761 <u>D</u>	Worden Weaver	Lil' Abner
42-63763 <u>F</u>	C. S. Griffin	Lady Fifinilla
41-23779 <u>G</u>	C.P. Henderson	4-Q-2
42-40780 <u>H</u>	F. H. Jones	Available Jones
41-23817 <u>L</u>	R. E. Kolliner	Suzy Q
41-23918 <u>O</u>	E. R. Mitchell	Bela

HEADQUARTERS
 FORTY-FOURTH BOMBARDMENT GROUP (H) AAF
 Office of the Operations Officer

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AAF Station 115
 APO 634
 26 June 1943

OPERATIONS ORDER)
 NUMBER 157)

E X T R A C T

1. Pursuant to instructions contained in letter 25 June 1943, the following named Officers and Enlisted men of this Group will proceed by military aircraft on or about 26 June 1943 to _____. The Commanding Officer will upon arrival report to the Commanding Officer _____ for the detailed instructions necessary to proceed to destination.

Colonel	LEON W. JOHNSON	0-16429
L.Col.	JAMES T. POSEY	0-20850
Maj.	WILLIAM H. BRANDON	0-404078
2 Lt.	GEORGE W. TEMPLE	0-797423
S/Sgt.	MELVIN J. COLE	11012152
M/Sgt.	FRANCIS I. FOX	13027586
S/Sgt.	ALBERT G. KEARNS, JR.	39310090
Sgt.	J. H. BELL	39094739
Sgt.	LONNIE I ACKERMAN	37104245
S/Sgt.	HERMAN J. SIEGFELDT	6890587
Major	HYMAN SHACHTMAN	0-271480
Major	RALPH H. RIDGELMAN	0-372488
T/Sgt.	CHARLES S. ALBA	7021772
M/Sgt.	ROBERT L. SIMPSON	13032130

Capt.	ROBERT J. ABERNETHY	0-437463
2 Lt.	WILLIAM B. BRITT	0-2044437
Capt.	ROBERT E. MISNER	0-789258
1 Lt.	WILLIAM H. MINDER	0-727367
T/Sgt.	WILLARD W. SCOTT	19060659
Sgt.	THOMAS M. WOOD	18015826
T/Sgt.	ALAN B. PERRY	12003178
S/Sgt.	JOHN A. ROMEO	35376275
Sgt.	KENNETH O. GARRETT	35431909
S/Sgt.	WALTER L. SUMMEY	13034673
M/Sgt.	GEORGE W. BANKSTON	14035406
Sgt.	JOHN V. TOMHAVE	37116222
T/Sgt.	ROBERT F. MOODY	34079411
Major	DEXTER L. HODGE	0-389555

67th SQUADRON

1 Lt.	ROBERT E. KOLLINER	0-728002	1 Lt.	WORDEN WEAVER	0-7292187
F/O	CHARLES L. STARR	T-190606	2 Lt.	ROBERT R. SNYDER	0-736394
1 Lt.	EDWARD MIKOLOWSKI	0-727039	2 Lt.	SAMUEL E. LEVINSON	0-795273
1 Lt.	DAVID A. ARNOLD	0-727295	2 Lt.	LLOYD W. REESE	0-733097
T/Sgt	HARVEY C. COMPTON	38044703	T/Sgt	WILLIAM J. SCHETTLER	39092894
S/Sgt	FRANK (NMI) PALIGA	19071407	S/Sgt	JAMES A. BRITTAIN	14123264
T/Sgt	FRANK G. CAPUANO	11024304	T/Sgt	JESSE L. HINELY	34268126
S/Sgt	WILLIAM R. BRADY	12031414	S/Sgt	PAUL L. BREEDLOVE	37223087
S/Sgt	RAYMOND (NMI) SHELTON	39385696	S/Sgt	ROBERT J. STICKEL	16097147
S/Sgt	KELLY L. MORRISON	35325300	S/Sgt	FRANK J. SUPONCIC	13025174
M/Sgt	MICHAEL (NMI) ULOSOVICH	36047434	M/Sgt	KUN D. GONG	34132946
S/Sgt	LEO J. THUOTTE	31067664	Sgt	ELBERT H. GALLATIN	18060293
Major	HOWARD W. MOORE	0-402027	T/Sgt	ANTHONY R. STOE	13030028
Capt.	ROSE F. HAGER	0-954344	M/Sgt	ROLAND J. DILL	6149355

67th SQUADRON

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1 Lt. REGINALD L. CARPENTER	0-665663	1 Lt. WILLIAM R. CAMERON	0-727169
2 Lt. EDWIN L. RUMSEY, JR	0-736373	1 Lt. WILLIAM C. DABNEY	0-2044418
2 Lt. CHARLES J. SELASKY	0-795305	F/O THOMAS A. CLIFFORD	T-190739
2 Lt. BERTHEL (NMI) SWENSSON	0-733113	1 Lt. JAMES F. DE VINNEY	0-727322
T/Sgt VINCENT E. HUENERBERG	31104703	T/Sgt LEROY R. WINTER	19064228
S/Sgt GLENN O. HIGLEY	36237837	S/Sgt ERNEST G. MC CABE	36303257
T/Sgt JOSEPH F. MANQUEN	36146811	Sgt. GERALD A. SPARKS	6930238
S/Sgt ROLLIN C. LOOKER	37207413	S/Sgt GOLA G. GIBBY	19055445
S/Sgt FREDERICK W. DURAND	16021949	S/Sgt FRANK A. MARUSZEWSKI	13038809
S/Sgt WALTER L. BROWN	14063845	S/Sgt GERALD L. GRET	37120507
T/Sgt FRANCIS J. NAMIOTKA	13027363	S/Sgt MARION A. BAGLEY	13024480
Sgt. MARTIN R. ANDERSON	39837655	Sgt. THOMAS E. ROORK	32186276
Cpl. CARL J. WAND	16053510	Capt. WILLIAM J. HALL	0-401119
Sgt. JEAN F. BRESSLER	13031072	Capt. BRUCE H. PAULY	0-434434
1 Lt. JAMES E. HILL	0-665687	1 Lt. CHARLIE P. HENDERSON	0-665666
2 Lt. EDWARD M. DOBSON	0-668126	2 Lt. ROBERT E. PIMENTEL	0-735107
2 Lt. CLINTON E. SHULER	0-664920	1 Lt. ROBERT S. SCHIMKE	0-796607
2 Lt. WILLIAM J. EGAN, JR.	0-733542	2 Lt. JOHN R. HUDDLE	0-734461
T/Sgt JOHN (NMI) PITCOVICK	15071057	T/Sgt HAROLD E. COOPER	38148230
S/Sgt CLARK G. BAILEY	35400754	S/Sgt IVAN W. RAMSEY	35255507
T/Sgt RAY P. REEVES	18076981	T/Sgt JOHN J. DAYBERRY	34259156
S/Sgt JOHN F. RUSSELL	36377085	S/Sgt JAMES M. PORTER	37212167
S/Sgt HERBERT J. WOMACK	38219623	S/Sgt CHARLIE H. CONFER	35371803
Pvt. LESTER L. SCHWARZ	32078430	S/Sgt ISLEY B. WARWICK	37290897
M/Sgt MICHAEL F. CHAYKA	32028950	Sgt. JOSEPH E. BAILEY	28044687
T/Sgt JOHN H. CHRISTENSEN	14064056	M/Sgt EDWARD P. HANLEY	6981417
S/Sgt HERMAN WAGENFUHR, JR.	18031358	Sgt. LEO L. MC CREERY	37139406
T/Sgt EMERSON J. MICHALIK	33076905	Capt. NUMA C. HERO, JR.	0-437681
1 Lt. CURTIS S. GRIFFIN	0-727211	1 Lt. EDWARD R. MITCHELL	0-728013
2 Lt. JOSEPH H. POTTER, JR.	0-736345	2 Lt. DONALD R. BECKER	0-2044424
2 Lt. WALTER M. SORENSON	0-667446	F/O JOHN (NMI) SALADIAK	T-190780
2 Lt. CHARLES L. ROUSER	0-734961	S/Sgt JAMES E. KIPPLE	13044894
T/Sgt JAMES C. CORCORAN	11037316	S/Sgt ROBERT C. MC ADAMS	36303257
S/Sgt ERNEST V. SWANSON	37211566	S/Sgt JULIO G. CASTELLOTTI	39836622
T/Sgt DAVID G. HARRINGTON	17037028	T/Sgt DELORES R. BRUMAGIN	33112937
S/Sgt GORDON J. GREATTINGER	16048131	S/Sgt DAVID T. COLLIE	34180386
S/Sgt PHILLIP F. TERABERRY	19101247	S/Sgt HENRY O. FLISTER	36232737
S/Sgt ROBERT W. NICHOLLS	39678019	S/Sgt JACK P. SHEPHERD	36073284
M/Sgt MICHAEL A. CURTIN	19076732	M/Sgt GEORGE N. BACCASH	16013811
Sgt. BENJAMIN G. MARTIN	18063342	Sgt. MILOS C. STRICKLAND	34103953
Cpl. HOWARD D. COX	35275530	T/Sgt GEORGE R. HILL	16067339
1 Lt. ELMER H. REINHART	0-731899	1 Lt. FRED H. JONES	0-389988
2 Lt. HALBERT W. PROBST	0-793166	2 Lt. ELBERT L. DUKATE, JR.	0-739924
2 Lt. GARELD J. TOTTEN	0-667456	2 Lt. ROBERT P. PATTERSON	0-670162
2 Lt. RICHARD H. PENDLETON	0-661022	2 Lt. ALBERT F. BERNARD	0-734871
T/Sgt FRANK D. GARRETT	14067723	T/Sgt LEO G. SPANN	34330466
S/Sgt ALFRED A. MASH	39314376	S/Sgt ROBERT H. DECKER	17077406
S/Sgt RUSSEL B. HUNTLEY	10600904	T/Sgt MICHAEL A. PAGLILLO	32403362
Sgt. ROBERT W. WOLFE	35273527	S/Sgt ARON (NMI) GRUSHKEVICH	32501788
S/Sgt SAVARY F. JERZAK	16094357	S/Sgt MICHAEL P. SIGLE	32468414
S/Sgt GEORGE (NMI) VAN SON	161 9574	S/Sgt ANTHONY J. SAVETTIERE	32495641
Sgt. MALCOLM C. ARTHUR, JR.	11031947	Sgt. HORACE H. GRISHAM	37100515
Cpl. DONALD A. EVANS	13026126	Sgt. WILLIE L. SWANK	18060942
S/Sgt RICHARD C. WARD	34038135	T/Sgt GILBERT C. HESTER	37132854
		2 Lt. CHESTER H. SEEFELDT	0-669245

NORTH AFRICAN THEATER OF OPERATIONS

Whereas the 44th, while based in England, had made raids on Germany and France mostly at periodic intervals due to weather, here they went into fast and furious action netting a total of ten (10) raids in the period of 17 days. After attacking Lecce on the 2nd of July they went to Messina on the 5th, at that time a veritable hell of anti-aircraft fire, and a vital factor towards the complete capture of Sicily. What St. Nazaire had been at the outset of the air war, Messina now was that and more. Their beaches bristled with guns and her ships in the harbor, heavily armed, were alone capable of putting up a nearly impenetrable barrage. The Italians had not under-estimated the value and importance of Messina, and at the sacrifice of other locations along their coastline, had armed it to the teeth. Heavy fighting by the American 7th Army was in progress near Messina when the 44th made its first attack on the city. Smashing their way through the flak at the expense of heavy damage, the formation (4 of them 67th's) pushed its way through and laid its bombs on and around the target. Scattered clouds had made pin-pointing impossible, but results achieved were once again staggering as later photographs of the area revealed. The remarkable aspect of the raid on Messina, in view of the strong defenses thrown up, was the fact that all aircraft returned to their bases. Many were badly damaged and would require days of repairs, but the successful completion of the raids without loss was but a prelude to what would come later.

Benina Main was also the home base of the 345th Bomb Squadron of the 98th Bomb Group, the group which may be remembered as being formed from the 44th back in March 1942. There were many new faces about, as a number of the old-timers had died in the fighting over Tobruk and Bengazi, and others, having completed their operational tours, had returned to the States. "Killer" Kane had replaced Col. Rush as Group Commander, and it was under his command that the 98th flew side by side with the 44th in their assaults on the enemy.

Suzy-Q was getting older now, and a newcomer to the fold, the "Buzzin' Bear" of Captain Cameron, was emerging to bask in the same limelight. Her number of exploits was not destined to equal "Suzy-Q's", because she lived too fast; but where she went and what she saw and did in the short period allotted her, earned her a niche just below that occupied by Suzy. She went to Rome, Ploesti, Weiner-Neustadt, and once after a mission to Catania, battered and out of fuel, landed on a Sicilian airdrome just a few hours earlier taken by the Americans. She had circled helplessly over the island for a time, once dropping down to within a hundred feet over a marching column of troupes, who proved to be Germans. When landing became imperative, she set down on the first landing strip available. That it proved to be occupied by Americans was a mere coincidence, as there were still a large number of Axis-occupied airfields in the vicinity. German and Italian equipment was everywhere, as were stores of food, ammunition, fuel, and barrel upon barrel of old Sicilian wines; German dead still strewed the ground. A perfect sitter for enemy dive bombers, it was necessary for the "Bear" to get out of Sicily that night, but she had no gas aboard and the only available fuel at the airfield was in five-gallon cans. Two hundred and fifty (250) cans were opened that night and passed fire-brigade fashion onto the plane where the gas was dumped into the wing tanks. The "Bear" took off for Malta that night but not without a supply of captured wines.

On Ploesti, a burst of flak tore her right rudder nearly off the hinges, but she staggered back. On Naples, a 20mm shell shattered

the glass of the tail turret, and by careful jockeying, the top turret was brought constantly into play to ward off attacks on her useless guns in the rear. Twice she had blowouts nearly at the moment of take-off, and her thin skin pierced here and there by enemy bullets and flak.

After a hectic life, she met her end, as did Suzy-Q, over Foggia, Italy, and like "Pappy" Moore who was not with Suzy-Q, so Captain Cameron was not with the Bear when she made her final bow.

T/Sgt. Donald V. Chase, radio operator on 506th Squadron "Heaven Can Wait" remembers that Field Marshall Rommel and his Afrika Korps had only recently been forced out of North Africa and it was still thought necessary to be armed while away from base. Consequently, we roamed the bazaars of Benghazi with .45 caliber pistols holstered at our hips. One of our crewman, tunnel gunner Ralph Knox of Chicago, appeared to be no more than 17. He was small of frame and sparse of beard. We called him "Billy the Kid" as he swaggered through the fetid-smelling bazaar section, his gun hanging low and forward on his hip, the holster slapping his thigh with each step. A few of the vendors cried out, "Viva Roosevelt, viva Roosevelt." Prior to our arrival, I'm sure, as battles raged back and forth across the top of Africa for four years, the cries must have changed with the battle: "Viva Mussolini...Viva Churchill...Viva Hitler...Viva Hitler...Viva Churchill"....and now, "Viva Roosevelt" We trucked back to base almost gladly, leaving the rag-tagged, alms-seeking children and impoverished merchants to their dismal, war-scarred surroundings.

T/Sgt. Chase also recalls his first mission - that of 6 July '43 to Cerbini Air Base, "It was the duty of the radio operator to leave his regular position behind the co-pilots seat, go to the belly of the B-24, straddle the narrow catwalk of the bomb bay and activate a push-type lever which prevented the bomb bay doors from creeping once the doors were opened preparatory to a bomb run. Secondly, he watched the bombs fall and, to the best of his visual acuity, assessed the bombing results after the bombardier activated the bomb release switch in concert with the lead or first aircraft in the squadron.

So there I was on our first mission, poised in the belly of our ship #370 V "Heaven Can Wait" waiting for our load of 12 x 500 lb bombs to drop, when I noticed the bombs of our sister ships plummeting earthward. But not ours! Could it be my fault? Did the bomb doors creep in? I pushed the anti-creep lever as hard as I could. No, there was no creepage. There was nothing more I could do in the bomb bay, so I returned to the cabin area and plugged in my headset and tuned in to the intercom.

"Use the backup release, Whit," (pilot Lt. Charles A. Whitlock) bombardier Harold Schwab said on the intercom. The pilot nodded to his co-pilot William Phipps, who reached down to the console between the pilot and co-pilot seats and grabbed hold of a T-shaped handle and began pulling upwards.

I looked back into the bomb bay to see that the bombs were still cradled in the racks. Phipps, seated as he was and using his left hand at an awkward angle, didn't have enough pulling leverage, apparently. I tapped Phipps' arm and pointed to myself, then to the handle. When he moved his hand away I squatted, grabbed the handle with both hands and pulled straight up with all my strength. Immediately, the plane lurched upward as 6,000 pounds of bombs left "Heaven Can Wait." The bombs, of course, landed far from the target area and must have splintered hundreds of trees.

(Then) Lt. Cameron writes this about his raid on Naples:

Around 0500 we trudged off to the mess - a low and rather small wooden building setting alone in the desert, some distance from both our tents and the airplanes. Most of it was used for the kitchen but there was a small dark room at one end which served as the Officer's Mess. The windows were covered with gunny sacks to keep out the wind and sand. Otherwise, you sat outside. Breakfast that morning consisted of some thick pancakes, cold and still doughy in the middle. We had cold apple butter to put on them and we killed the compulsion to be sick by downing some black coffee. This was a typical meal, but for some reason it annoyed me that morning.

We rolled down the runway amid great clouds of dust and, after joining up in formation behind Howard Moore in the Suzy Q, we headed out across the blue and wide Mediterranean towards our target at Naples.

As we neared Naples we became aware that it would be a bit more lively than the usual mission over Italy. There was more flak, and more fighters - both of which we would have much rather done without. On this day for some odd reason that I can't remember, we had a seventh A/C flying under our box formation of 6 B-24s; i.e., two flights of three aircraft. This was a most vulnerable position as the fighters would attack the low aircraft staying away from our upper guns. It is probably that the fighter attacks which we came under were directed primarily at this aircraft piloted by Lt. Griffin, one of our best. At any rate, our crew blasted away at fighters for possibly a half-hour or more and wrote themselves their own bit of glory. They destroyed 3 Macchi 202s, one Me 110 and one Me 109. All of these were officially confirmed. "Old" Gentleman Jim DeVinney modestly claimed only one aircraft damaged. However, we finally lost Lt. Griffin, and word came back later that Lt. Joseph H. Potter, a member of that crew, (co-pilot) was killed by Italian farmers after he had parachuted safely.

This was not the end of it. We swung out past Mt. Etna and out over the Aegean Sea with the fighters still pursuing us but did not attack. Our #3 engine cowling had a gaping hole in it and all engine cylinder head temperatures were running dangerously high. Two generators were out; oil pressure on #3 went so low that I finally had to shut down that engine - but not until I felt reasonably safe from further fighter attacks. A dead engine was an invitation to a turkey shoot by the German pilots.

Our fuel supply now became our chief worry as we had consumed a great deal by our attempt to stay in with the formation, and losing yet more by keeping carburetor mixture richer than normal in an effort to keep the engines cooler. A hurried consultation convinced us that it would be safer to head for the little island of Malta rather than attempt the longer trip back to Benghazi. Tom Clifford gave me a new course and we lumbered towards Malta.

....We saw land, dimly through the haze - and ships, many of them. I immediately thought that we had made it safely to Malta. I called Tom but he said, "No, it is too soon". But it had to be. The shape of the land, the ships. He could be 20 to 30 minutes off, I insisted. But he was hard to convince even when Dabney and DeVinney agreed with me. But Malta or not, with our fuel so low we had no choice - we were going to land, even if it was on top of

Hitler's bomb shelter.

We tried radio contact but with no results. The procedure was then to fly at 1500 feet with gear down and circle to indicate that we were friendly aircraft without radio. We did. We then headed over land looking for an airfield. We saw a wrecked B-17 on a beach. Then one of our engines failed. Sgt. Gibby transferred fuel to it and it started again. But time was running short. I put everyone but Dabney, Gibby and me in the bomb bay with their chutes on ready to go out if the engines quit. Then we made radio contact, and while we were trying to get a bearing to the airfield (on Malta, I thought) I saw an airstrip in the distance. Without delay we went straight to it and right on in without regard to wind, and made a safe and happy landing.

When we stopped rolling, a jeep came up and an officer in a British uniform motioned us to park off the runway. We later learned that they fully expected to be strafed that evening by German fighters and they feared that our bomber, which was far the largest aircraft on the field and parked squarely in the middle of it, would draw the attention of the GAF. Then the surprise! This was not Malta, we were told, but Comiso Airfield in Sicily, and only a very short mile from the front lines! We would never have made it on to Malta on our dwindling fuel supply and it was lucky we at first thought that Sicily was Malta. They further advised us that we had better get out of there or we, too, would be in the trenches and without an aircraft. And with a "So long, Yank" they drove off. Not having any desire for trench warfare we lost no time getting out of the "Bear".

...Gibby checked over the "Bear" and aside from a few holes, two bad generators and a decided shortage of aviation gas and oil she was not in too bad shape. We managed to locate some of our British friends who told us that we could help ourselves to oil and gas stocked here and there around the field. The gas was stacked in 5 (Imperial) gallon containers, and while Gibby continued to check over the "Bear" the rest of us marched back and forth between the fuel storage areas and the airplane, hauling the gasoline. Each container was passed up to Gibby on top of the wings and he poured it into the near-empty tanks, and without the aid of a funnel!

There was still some light left by 8 or 9 P.M. sufficient for us to make a take-off. We had been asked to evacuate about 10 wounded American boys but a C-47 landed shortly thereafter, picked them up and was off again within a few minutes. Finally, about 11 PM - and there was still some light! - we cranked up the engines, and with an Army Lt. Col. from Gen. Patton's troops for a passenger we roared down the runway and again took up a heading for Malta.

I had been foolish enough to let the boys put the Lt. Col. in the tail turret because that's where he wanted to fly. Also, before take-off from Comiso the boys asked me if they could bring along some wine. They were tired and thirsty so I said OKay if they would go easy on it. But shortly, with much singing and with the twin fifties going in all directions, it was a wild trip on to Malta that night.

ROME:

The first bombing attack on Rome was made 19 July 1943 by a strong force of Liberators (six of them 67th's) operating out of the desert. This was no ordinary mission, the like of which were being run with deadly monotony into other Italian centers; but one morally hazardous and the results of which 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 capitols been spared the terror she deserved. On the other hand, stood those to whom the culture and background of the Italian capitol appeared a righteous detriment to the mutilation which necessarily must come from bombing. However, the pressure of military expediency forced the issue to a climax. Though 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 and as threat after threat to bomb Rome brought from Italian officials only denials of Littoria's operations, it became only necessary to act.

Briefing for the mission to Rome's Littoria Yards was the most detailed and concise combat crewmen had ever heard. Covering 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, but all bombs would be laid squarely on the target, and if not, they would be brought back. Such were the instructions for the crews who had been selected for this historic raid.

Occupying her usual spot, "Suzy-Q", with Major Moore and Robert Kolliner at the controls, led the formation of the 44th to Rome. Approaching the city, eager crewmen craned their 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 Littoria. The crews had been briefed very well, and with neither flak nor fighters to stem their coup, the planes pushed on steadily toward their target. The first bombs fell precisely at 1204 hours, and then followed a cascade of explosives and incendiaries which tore into fragments the warehouses and oil stores packed along side the tracks. 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 spilling columns of smoke into the cloudless sky. The mission had been carried out with unprecedented success, each bombardier of the 67th Squadron and the Group having sent his bombs exactly where prescribed. Of the entire number of aircraft taking part in the raid, it was later learned that one bomb from another Group "got away" and slightly damaged a Basilica located near the yards. Whether the raid on Rome was the direct cause for the turmoil in Italy which shortly thereafter deposed Mussolini is not know, 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 heaped from all quarters for the "destruction of a Christian City". Christians, sincere in their sorrow, deplored the act as "unnecessary", while Axis propaganda agents ranted and shouted of American barbarism.

With the release of the entire picture of the bombing came a wave of relief, and from German quarters, utter silence. So closed the first chapter of American warfare over Italy.

PLEASE NOTE: RAF Sortie Reports indicate that Capt. William Cameron was at the controls of "Suzy-Q" on this Rome mission rather than Major Moore and Capt. Kolliner. This fact has now been confirmed by Colonel Cameron himself.

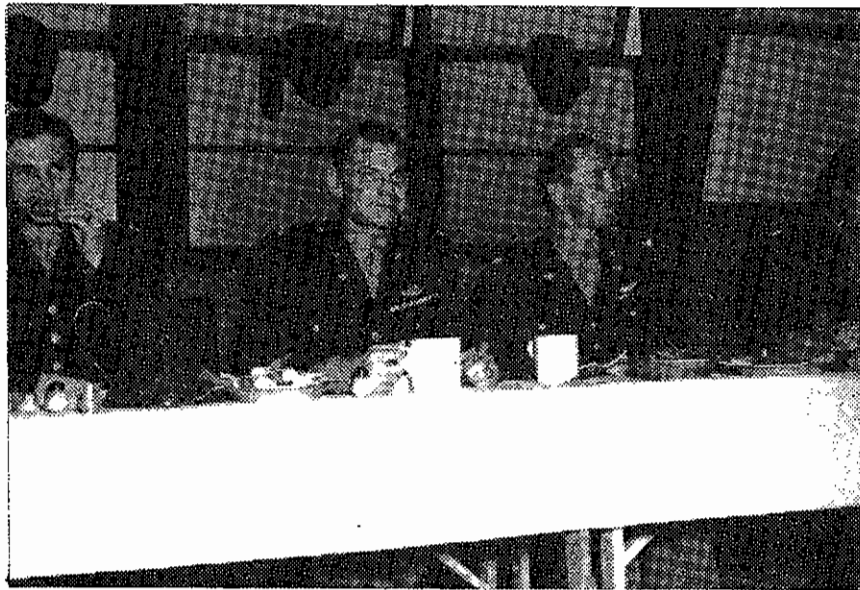
Between the raid on Rome on 19 July and 1 August, 1943 all operational missions were stopped while the B-24 Groups made ready for the Ploesti mission. Practice flights of low-level attacks on mock installations built in the desert, took place day after day to familiarize the crews with their respective refinery targets.

S/Sgt. Donald V. Chase relates that on the mission of 8 July 1943 "Heaven Can Wait" behaved well. All of our bombs salvoed on schedule and we returned to base without incident.

Upon landing and parking at our improvised hardstand, two or three ground men - mechanics and armorers - gave us the thumbs-up greeting and hastily removed canteens of water from the bomb bay section. The water, still frozen from its five-mile high ride, would soon be savored by the men in the late-afternoon desert heat.

Potable water was tanked into base and very little was allowed for personal use. Each man, however, did receive an allotment of one can of beer a day. We often carried many canteens of water and several men's hoarded beer, festooned to bomb bay struts, on missions, secure in the knowledge that, back at the base, men were prayerfully awaiting our safe return.

There was little variation of food at base: pancakes, spam, powdered milk and eggs, vienna sausages. The worst of all was a congealed, wax-like butter substitute called desert butter. Even under a punishing African sun, it retained the viscosity of axle grease. Our waist gunner Edwin Stewart, a Californian, dubbed it a medicant for loose bowels.



67th's Squadron Party - June 1943

L to R: Major Posey, Col. Johnson & Major H. Moore

2. The first operations out of the desert was to the airdrome at Lecce in Italy. 24 B-24s departed Benina Main at 0515 GMT, with 4 returning early. 19 Aircraft reached the target and dropped 193 x 500 lb. American bombs fused inst. nose and 45 sec. tail delay at 0932 to 0935 GMT from 24,000 to 25,500 feet. The results were described from good to excellent. The bombs fell in the nest pattern of the airdrome, covering dispersal areas and adjacent hangers and destroying a number of aircraft parked on the ground. The 67th had started out with a bang, intent on hammering Italy out of the war and was credited with the first enemy aircraft destroyed by the 44th - this as the result of S/Sgt. Gerald Grett, left waist gunner on Captain Cameron's "Buzzin' Bear"; Lt. Bill Dabney, late of the Eagle Squadron, was co-pilot of Buzzin Bear and the balance of the crew, the cream of the 67th. The other four 67th planes were piloted by Hill, Carpenter, Weaver was abortive, Henderson and Kol-liner.

The A/A fire was light, aimed and inaccurate. Eight to 11 enemy aircraft were seen but few attacked, and only one destroyed. One aircraft dropped one bomb on the target and jettisoned 11 into the sea. One 68th aircraft #42-40094 E "Miss Virginia" piloted by Lt. Wilmer J. Garrett was damaged over the target by flak in the #1 & #2 engines, by tearing a hole in the gas tanks between these two engines, etc. The plane ran low on gas and the pilot was forced to ditch at sea. When the aircraft struck the water, Lt. Lehnhausen, co-pilot, was thrown completely through the windshield. He swam back to the aircraft and released a dingy. He then observed that a number of the crew were having difficulty with the second dingy so 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, so he took the dingy painter between his teeth and chewed it in 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.

Also missing in action was 68th's aircraft #42-40745 piloted by 1st Lt. Robert E. Peterson, flying his first mission. Shortly before reaching the target a Me 109 was seen coming up from below firing at this ship and apparently hitting it from the bomb bay to the cockpit. Smoke was coming out of the left wing as the ship turned over on its back and started down in large circles. No crew members were seen to bail out, and all members have been determined dead.

Twenty-two of our aircraft returned safely by 1315 GMT.

Having come to Africa with the impression that after the hell of Germany, flights into Italy would be mere "milk runs", the crews quickly learned otherwise. The 67th planes (6) returned intact as far as battle damage was concerned but the pilots, failing to take into consideration the new extremities in temperature and the other climatic conditions; and operating in the same manner as they had over Britain and Europe, brought their planes back with troubles difficult to correct.

5. Messina. The 44th dispatched 23 planes, departing Benina Main at 0600 GMT to attack the Marshalling Yards there. 19 of our B-24s reached the target at 1035 GMT and dropped 221 x 500 lb American type bombs fused .10 nose, .025 tail, from 25,000 feet. The yards at Ob OR - 20 to 26 were well covered concentrations by T-19 Map reference M/6. Anti-aircraft was barrage and aimed, intense, good for altitude. Eight to 10 Me 109s and 3 unidentified Italian figh-

ters attacked. Two E/A were destroyed, 1 probably destroyed and 5 damaged.

Of the 23 planes originally dispatched, 22 returned to base (four of them early) and 1 landed on Malta - all landing by 1400 hours. The four early returns were due to mechanical failures.

Concentration of surface vessels observed in Straits of Messina.

6. Cerbini Satellite Number Six was the target for today. 28 A/C departed Benina Main by 1220 GMT with 26 of them reaching the target by 1610. Two aircraft returned early due to mechanical trouble. 305 x 500 lb bombs fused instantaneous nose, 45 second tail, were dropped from 25,000 feet, plus and minus. Hits on West end of runway of Satellite #6 and on Satellite #5. No clouds were in the target area but severe haze restricted visibility to 4 or 5 miles. A/A was moderate that inflicted minor damage. Four to 5 enemy fighters attacked but there were no claims - no damage. One plane landed at Bersia, the remainder returned to base at 2050 GMT. Our pilots were: Carpenter, Hill, Jones, Kolliner, Reinhart, Weaver. The poor visibility prevented positive identification of bombing results.

8. Twenty-four of the 44th BG planes were dispatched, departing Benina Main at 1040 GMT to attack telephone and telegraph buildings at Catania. 20 aircraft reached the target at 1317 and dropped 239 x 500 lb bombs fused .10 nose and .025 tail from 25,500 feet. The section of town around the T. & T. buildings thoroughly obscured by smoke as result of bomb hits. A marshalling yard on the coast also was hit by bombs. One large fire started where the railroad lines reaches breakwater, believed to be oil storage tanks. Weather was clear, A/A aimed, slight inaccurate; nil enemy aircraft. No damage sustained to our crafts. All planes returned to base by 1620 GMT. The four A/C returning early was due to mechanical failure. 67th pilots were: Henderson, Weaver, Jones, Kolliner & Mitchell successfully completed mission while Hill was forced to return early.

10. This time we dispatched 28 planes at 1230 GMT to attack the Marshalling Yards at Catania. All aircraft reached the target area and dropped 285 x 500 lb American bombs fused .10 nose and .025 tail at 1637 hours from 23,000 feet. 36 x 500 lb bombs were brought back with disposition of 12 bombs unknown. Heavy concentration of hits on target were at L-17 Map C/13. Fires still burning at U-10 and V-6 from previous raid! Fires also seen at Syracuse and Augusta. Three planes returned their bombs due to mechanical failure. Weather was clear; A/A moderate, but several of the planes were damaged by A/A. E/A nil. One plane was forced to land at Malta at 1900 GMT.

Capt. Cameron completed the mission even though his co-pilot W.C. Dabney was slightly wounded. Major Moore was co-pilot to Captain Kolliner who led #3 flight. Other 67th crews were: Carpenter, McAtee, Reinhart, Weaver, Griffin, Jones and Mitchell.

12. Reggio Di Calabria Marshalling Yards and Ferry Slips were the targets for today. 27 B-24s departed Benina Main by 0657 GMT for the targets pin-pointed L/12 Map reference R/& (2) and surrounding area. Twenty-four planes reached targets by 1045, dropping 216 x 1000 lb bombs fused instantaneous nose and 45 second tail, from 23,500 feet. The entire target area was well covered, with either petrol or ammunition fires started at approximately M/11. Weather was clear, visibility unlimited, A/A slight but accurate. Several

44th aircraft slightly damaged; enemy aircraft nil. 27 aircraft returned safely to base by 1345 GMT, with three planes returning early due to mechanical failures. 30 bombs were returned, and 10 jettisoned.

Lt. R. L. Carpenter had #2 engine failure shortly after take-off and returned to base. Those who completed the mission were: Fred H. Jones, Kolliner, Reinhart, Weaver plus Griffin, whose plane was hit by a stray shot from a test-fired gun in an aircraft from the first flight. Fires were observed in Catania as they left, with heavy clouds of white smoke.

13. The very next day Crotone Airdrome was hit. 29 of our planes departed Benina Main at 0810 GMT, two returned early due to mechanical trouble. 27 aircraft reached the target and dropped 323 x 500 lb American bombs fused instantaneous nose and 45 second tail delay at 1208 hours from 24,000 feet. One bomb was returned due to rack failure. Main bursts seen in target area, and oil fires seen. A large explosion and fire occurred at H-16, Map C/28 (1). Neither enemy aircraft nor flak was encountered. Weather clear, with all aircraft returning by 1450 GMT - one landing at Malta. The 67th pilots were: W.R. Cameron, E.H. Reinhart, Worden Weaver, C.S. Griffin, Fred H. Jones, Robert E. Kolliner and Edward R. Mitchell.

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17. Every other day is getting to be a habit! Today 29 of our B-24s departed Benina Main at 0630 hours to attack Naples. Pinpoints are L/10 Map #3-108 NA. Twenty-seven aircraft reached the target at 1137 hours and dropped 324 x 500 lb bombs fused instantaneous nose and 45 second tail from 25,000 feet. There were heavy concentrations of hits at L/10, some at J/12 and M/13. Weather was good, A/A heavy intensity both aimed and barrage types and fairly accurate. Several of our aircraft sustained damages plus our A/C #42-63763 F "Lady Fifinilla" piloted by 1st Lt. Curtis S. Griffin was lost. When first observed Lt. Griffin's ship was out of formation, by himself but heading back in but with smoke coming out from the wing at approximately the position of #4 engine. There were two fighters coming in on this ship - one at about 2 o'clock high, and one at 6 o'clock, low. There was one chute that came out by itself. The ship then looked to be out of control and sliding off to the left. The right wing broke off between #3 & #4 engines. At the same time five other chutes came out. The last seen of the ship it was headed down towards a bunch of white clouds

44th aircraft slightly damaged; enemy aircraft nil. 27 aircraft returned safely to base by 1345 GMT, with three planes returning early due to mechanical failures. 30 bombs were returned, and 10 jettisoned.

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and it appeared that it might still have been partially under control, and the next thing seen was a large flash. Approximately 20 to 25 MC 202s, Me 109s, Me 110s and JU 88s attacked strongly using machine guns and aerial bombing. Capt. Cameron reported being subjected to three or four aerial bombs with the nearest being about 300 yards astern. The bomb was described as one large single burst, followed immediately by a number of small bursts. His ship also was subjected to many fighter attacks, using approximately 3200 rounds to repel them. Three MC 202s, one Me 109 and one Me 110 were claimed destroyed by his gunners. Lt. Reinhart claimed 1 JU 88 destroyed and one Me 110 damaged. Fred Jones claimed he finished off the damaged Me 110. Carpenter encountered mechanical trouble short of target so bombed a railway bridge and returned to base. Capt. Kolliner expended over 2000 rounds to destroy one Re 2001 and one Me 109 as well as damaging one Re 2001.

Although two witnesses reported seeing no parachutes from Lt. Griffin's plane, Lt. Charles L. Rouser, Bombardier, states that eight men managed to parachute, but one of them, Co-pilot Joseph Potter was shot by the Italian soldiers as he hit the ground. Capt. Griffin and one of the waist gunners (S/Sgt. Gordon Greattinger) did not get out of the plane - probably had been hit. Two of the men were badly hurt while landing - Radio Operator Harrington, who had a broken hip, and another (unknown) who hit his face on the top of a fence post. Rouser adds that while coming down in his parachute, first the wing from the plane and then the plane itself went hurtling past him.

Casualty Listing:

B-24-D #42-63763 F	"Lady Fifinilla"	MACR #149
Griffin, Curtis S.	1st Lt. Pilot	Kansas City, Missouri
	Officially KIA	
Potter, Joseph H.	2nd Lt. Co-pilot	Fairhaven, Massaschutes
	Officially KIA	
* Levinson, Samuel E.	2nd Lt. Navigator	Greenville, Kentucky
	Officially POW	
Rouser, Charles L.	2nd Lt. Bombardier	Elwood City, Penna.
	Officially POW & Escaped	
Corcoran, James A.	T/Sgt. Engineer	Brockton, Mass.
	Returned to duty	
Swanson, Ernest V.	S/Sgt. RW Gunner	Smolan, Kansas
	Returned to Military Control	
Harrington, David G.	T/Sgt. Radio Oper.	St. Paul, Minnesota
	Officially reported POW	
Greattinger, Gordon J.	S/Sgt. LW Gunner	Caledonia, Wisconsin
	Determined Dead	
Nicholls, Robert W.	S/Sgt. Hatch Gun	Mina, Nevada
	Returned to duty 28 Oct. 1943	
Teraberry, Phillip F.	S/Sgt. Tail Turret	Malcolm, Iowa
	Returned to duty 22 Oct. 1943	

E. R. Mitchell's crew expended over 4000 rounds to destroy one each Me 109 and Me 110, probably destroyed one, and damaged one. On way home they observed one large transport plane below them, Dived upon it and also shot its right wing off - destroyed it!

* Lt. Levinson was a substitute this day for Walter Sorenson. Sam normally was a member of Worden Weaver's crew.

19. ROME! Specifically the Littorio Marshalling Yards was a most important target for today. 30 of our B-24s departed Benina Main at 0430 hours to attack this target, with two aircraft having to return early due to sickness and mechanical trouble. The remaining 28 planes reached the target and dropped 225 x 500 lb bombs from 23,000 feet to 25,000 feet. There were 17 bombs returned with our planes and 27 bombs dropped on following targets due to bomb rack trouble: 17 of them on railroad tracks near Orlando, 10 on railway tracks near Anzio. Heavy concentration of hits were observed at L/12 at Littorio. Others fell west of J and east of N. Weather was clear; A/A heavy and slight, aimed and inaccurate. From 10 to 15 enemy aircraft were seen but few passes were made. But one Me-109 was destroyed. 2150 pounds of I/63 leaflets were dropped over the city. One of our aircraft landed at Tunis with the other 29 returning safely to base by 1805 hours (GMT).

Note: Airmen of Catholic faith were given the choice of flying this mission or remaining at base. It was generally agreed that not one Catholic in our Group declined to participate.

For the remainder of this month the air echelon was busily preparing for a Big Raid. They would attend lectures and classes in the mornings and practice low-level formation flying in the afternoon. Many enlisted men of the combat crews kept busy aiding the over-worked skeleton ground crews in maintenance work, trying to keep those planes flying.

Lt. Cameron adds his comments:

After the Rome raid we started extensive practice bombing and flying in larger formations of aircraft at low, very low, level. I had actually completed my combat tour of duty with the Rome raid and I don't believe that Howard (Moore) or Col. Johnson expected me to fly it. I don't know why I did. However, it was 'high adventure' and although I didn't know where we were going, I hated to miss out on it. Furthermore, the crew of the 'Buzzin Bear' didn't want to go with a new pilot, and as an additional incentive I was enjoying the low level flying. We kept seeing how low we really could fly, achieving the ultimate when Sgt. Frank Maruszewski, our tail gunner, reported that we had knocked down a herder's small tent - undoubtedly by the wash of our propellers. So I went. The only other individual who also volunteered to go, and who had also completed his tour, was Capt. Sam Houston, one of our best people and an old friend. Sam was killed with his crew following Jim Posey's formation over target Blue Five.

When our planes, combat crews and minimum ground crew support abandoned us and went to Africa the latter part of June we felt like orphans without our planes and our jobs. It was crushing to be left out while so many others went along. Sure, there was only space for about three per plane, but why weren't we selected, why were we left behind??

Apparently most of the others felt like I did, including our leaders. With our morale so low, something must be done to occupy our time and minds. It was summertime, and of course, with the national pasttime of baseball, thought and action turned in that direction. We would have softball as hardball would be too difficult on the rough, grassy areas that were available for our diamond. Each Squadron quickly assembled a team, and not to be outdone, so did the Medics and the 464th Sub-depot.

It wasn't long before spirited games were underway with plenty of rivalry. Our 67th Squadron quickly came up with approximately fourteen players, with our 1st Sgt. Robert Ryan as manager.

Surprisingly, we managed to play fairly good softball even though we had little in equipment or facilities, playing in the Communal area. The 67th's Ed Kota pitched exceptionally well, so our 67th team went through the "league" undefeated and were crowned Champions" of the base. Our winning team is shown below:



Top row: L to R - Yurasich, center; Gorecki, second; Hurrle, third; Horvath, first; Ryan, manager; Formby, short center; Wold, center; Mitchell, right field. Lower row: Kota, pitcher; Palmer, short stop; Winer & Oberman, catchers; Green, pitcher and Lundy, left field.

1 AUGUST 1943

. W. Alexander	68th	Flak Alley	41-24225	T	Land Benina
W.N. Anderson	506	Lynn Bari II	42-40172	C	Land Benina
H.W. Austin, Jr.	506	Southern Comfort	42-40778	T	Land Benina
J.C. Bean	506	Mr. Five by Five	41-24234	U	Land Benina
W.H. Brandon	67	Suzy-Q	41-23817	L	Land Benina
W.I. Bunker	506	Earthquake McGoon	41-24235	C	Land Benina
W.R. Cameron	67	Buzzin' Bear	41-24229	P	Land Benina
R.L. Carpenter	67	Borrowed from '376 BG	41-24024-34		Ditched OK
J.H. Diehl	68	Victory Ship	41-23813	V	Land Benina
R.E. Felber	66	Lady Luck	41-23778	F	Land Benina
J.E. Flaherty	66	QUEEN ANNE	41-23936	J	Land Benina
R.M. Gentry	66	Forky II	42-40182	A	Down at Target
C.P. Henderson	67	4-Q-2	41-23779	G	Land Malta
J.E. Hill, Jr.	67	Calaban	41-24232	M	Land Malta
W.T. Holmes	68	Wing and a Prayer	41-24211	U	Land Benina
R.B. Houston	68	None	42-40995	C	Down at Target
C.E. Hughes	66	Flossie Flirt	42-40777	N	Interned Turkey
D. Hughes	68	Avenger	41-23788	D	Land Benina
S.L. Irby	66	Helen B. Happy	42-40764	M	Land Benina
G.R. Jansen	68	Margaret Ann	42-40071	C	Land Benina
F.H. Jones	67	Available Jones	42-40780	H	Ditch off Greece
R.A. Larson	506	Timb-A-A-Ah	42-40606	X	Land Benina
H.A. Lasco, Jr.	66	Sad Sack II	41-24153	L	Down after targ.
J.C. McAtee	506	Old Crow	41-24283	Z	Land Benina
G.P. Martin	68	Hag Mag, the Mothball Queen	42-40731	N	Land Benina
R.E. Miller	66	Fascinatin' Witch	41-23811	K	Land Malta
E.R. Mitchell	67	Horse Fly	42-40267	N	Interned Turkey
R.H. Phillips	68	Lemon Drop	41-23699	P	Land Benina
E.H. Reinhart	67	G.I. Gal	42-40371	Q	Down past targ.
T.E. Scrivner	66	Scrappy II	42-40375	G	Down at Target
E.M. Shannon	68	Natchez Belle	42-40373	Z	Land Benina
F.D. Slough	506	Ruth-less	41-24282	Y	Land Benina
G.S. Stevens	506	Trouble (Texan II?)	41-24013	D	Land Benina
H. Strong	506	Baldy and His Brood	41-24201	O	Land Benina
worden Weaver	67	Lil' Abner	42-63761	D	Down at Target
G.W. Winger	66	Wing Dinger	41-24015	R	Down at Target
C.A. Whitlock	506	Heaven Can Wait	42-40370	V	Abort/Cyprus

PLOESTI

The raid on Rumania's Ploesti oilfields is history. How the big Liberators going in below tree-top level, smashed a great source of Hitler's oil supply; how they had trained for the job for many months beforehand, is known to every man and woman through the world, it seems. The dread and 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 crews which held out their lives for the taking and the ground crews who watched them leave. Ploesti at most just a place on a map, just another city far, far away, but a city of hell and terror for those who experienced it. "We expected our losses to be 50 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 9th Air Force, under whose directions the mission to Ploesti was planned. Because 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 Bengazi, 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 fires of oil at this "paper Ploesti", nor exploding bombs or tanks, nor flak towers - nor death. This was a peaceful Ploesti, built in the desert by Army Engineers so that the Ploesti at war might crumble, too, as would the one they had built.

No city in Europe is free from Allied bombing, said Mr. Stimson, U.S. Secretary of War, long after the U.S. Liberators had pierced the skies to the Rumanian Alps. No, no city in Europe would stem the tide of Allied bombing nor feel secure because of distance; for the flight to Ploesti, the longest aerial thrust yet negotiated, dashed once and for all that comfortable illusion. Colonel Leon Johnson, leading the 44th in the famous veteran "Suzy-Q", took off promptly at 0715, and it was not until 2030 hours when he once more eased her down at Benina. Thirteen hours and thirty minutes of continual flying and, sandwiched in between, a duel of death not unlike Armageddon. No, no city in Europe would be free from Allied bombing.

Ploesti in the desert, in outline only, was the exact replica of Ploesti in Rumania. A sprawling, vine-shrouded 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 were only an occasional Arab had to be reminded to stay out of the path of the bombers. All else was typical - a true picture. There to the southwest, a splash of farmland. To the southeast, too. Looming dark and above everything else, to the northwest of the city, stood the huge refineries, distilleries, and cracking plants. Here was the livelihood of nearly 20,000 Rumanian workers, but too, the life blood of Hitler's power in the Balkans. A sprawling, paper Ploesti but real as life and cruel to the men who looked down at her.

Ploesti would be smashed. There was no doubt about that, not from the first moment of training. Nazi resistance on the Russian front would be curbed regardless of cost, and that price would be paid by 1000 young Americans cutting Hitler's pipe line. On two separate occasions, the Russians had tried to do this, but achieved no results. The American North African Air Force tried it, but they too

were beaten back. This time there would be no failure. The liberators would come in at zero altitude, drop their incendiaries and delayed-action explosives, and get out quick - those who could. The main objective would be "the target" and all else incidental.

Stationed in Benina with the 44th was part of the 98th Bomb Group commanded by Col. "Killer" Kane. Nearby in the desert was the 93rd B.G. under Col. Timberlake, and the 389th headed by Col. Keith Compton. These were the four groups, trained to near perfection, which would go to Ploesti.

As this mission would be carried out mostly at low-level, there would be no need for the "tunnel" gunner protecting the belly of the planes. Consequently, each crew must determine which member would be left behind. S/Sgt. Chase tells that on his airplane the four mid and rear section gunners drew straws to determine the one to be left behind and the young waist gunner Ralph Knox drew the "unlucky" straw. He complained and cursed, and feeling abandoned, withdrew from the rest of the crew, not to speak until just before take-off when, woefully, he wished us luck. Ralph was simply crushed by this fracture in the brotherhood of battle.

On the morning of 1 August 1943, nine pilots and crews of the 67th, along with nine each from the 66th and 68th, and 10 from the 506th turned out early for the final briefing. The crews of Capt. Kolliner (Col. Leon Johnson Commanding), Capt. Cameron, Lt. Mitchell, Lt. Hill, Lt. Henderson, Lt. Weaver, Lt. Jones, Lt. Reinhart and Lt. Carpenter represented the 67th. The sun had just begun to peek through the morning mist, and even the Arabs were asleep, but the men who would fly were already bristling 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 nearly 150 engines blasted a crescendo of symmetry.

"Suzy-Q", with Kolliner and Johnson at the controls, moved through the dust to the take-off point, followed by 36 Liberators of the 44th. At precisely 0715 rose Suzy Q into the sky, with the others following at regular intervals, and soon there was silence. They had gone, and which of them had made their final take-off 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 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. Attesting to this is a letter to all ground personnel who made the African jaunt from Brigadier General Leon Johnson, dated 27 January 1944.

There wasn't much reason to stash beer or extra water aboard - the planes would not fly high enough to chill it. But one of the ground men fastened a canteen in the already crammed bomb bay of Whitlock's plane, "Just for luck, okay?" He punctuated his words with the universal Jabbing of thumbs up in salute. And return they did! Not one 506th airplanes would be lost - a tremendous achievement.

Form R.A.F. SORTIE REPORT

1 August 1943

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B-24-D #41-23817 L "Suzy-Q"

BENINA MAIN AIRDROME

Time Up: 0430 Time Down: 1804 Total Time: 1334

Pilot	Major W. H. Brandon	Nashville, Tenn.
Co-Pilot	Col. L. W. Johnson	Moline, Kansas COMMAND PILOT
Navigator	2nd Lt. C.J. Selasky	Pittsburg, Penna
Bombardier	2nd Lt. B. Swenson	Los Angeles, Calif.
Engineer	Sgt. T.C. Ray	Nashville, Tenn. (First mission)
Asst Eng.	S/Sgt. Frank Paliga	Stockett, Montana LWG
Radio Oper.	T/Sgt. J.F. Irwin	Albion, Nebraska
Asst. Rad.	S/Sgt. K.L. Morrison	Perrysburg, Ohio RWG
Gunner	S/Sgt. W.R. Brady	Hammondsport, New York Tail Tur.

Target: PLOESTI OIL REFINERIES - WHITE V

Took off to lead position. Over target as leader of White V flight. Time over target: 1213 and altitude of 130 feet. Dropped 3 x 1000 lb bombs, 1-hour fusing. Axis of bomb run - 127 degrees. Aiming point - corner of distillation plant, White V. Also dropped 2 boxes of incendiaries (60). Bombs toggled out 30-40 feet interval.

Flak: Intense light flak from halfway 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, but they were not manned.

E/A: 10-15 Me 109's, DO 217s, painted green and desert pink. Four attacks on this A/C, 2 from 9 o'clock, and one from head-on and one from tail. No claims. Minor flak damage to this aircraft.

Observations: 49 barges on the Danube River near Lom. 2 A/C spotted the formation on the way in near Sofia. 5 balloons south of town and left of target about 600 yards, flying at about 500 feet. Target was already in flames before this Group attacked it. NW corner in particular was burning fiercely.

B-24 just after target pulled up steeply and stalled at about 1000 feet. Three men jumped out; 2 chutes opened. A/C crashed immediately. Another B-24 shortly after target was observed with #1 engine on fire. Saw another B-24, hit by flak, fell out of formation with fighters attacking it. Did not observe further.

This aircraft was leading the formation and followed the 98th Group into Target. Other Groups had bombed some time before.

Landed Benina.....

Colonel Leon W. Johnson was awarded the CONGRESSIONAL MEDAL OF HONOR for this mission!

The following is a report of one crews experiences on the Ploesti raid:

At about 7:30 AM 811 K, piloted by Capt. R.E. Miller, 66th Sq., took to the air like the Fascinating Witch she is, for nothing but a witch, could have lasted out 24 missions, five of which were over northern Germany and this one over Ploesti, Rumania. The five trips over Germany all read the same - ship shot to hell every time, but always returned. It was nothing but fitting that this "ole Witch" and her original pilot and crew (except for co-pilot Lt. L.D. McCluskey) should be selected to lead its squadron on the most important target she ever hit. Following K-King into the air were her two wing men - Scrappy II on the right, and L-Love on the left. Bringing up our tails were Capt. Gentry in A-Apple, known as Porky II. On her right wing was R-Roger, left wing N.

From this particular squadron three more planes took off - F-Fox in lead, three ships of the Group, and J-Johni, left wing of three ships ahead of K-King and M; his position over the target is not known at this time.

K-King and her five corporals rendezvoused with the Group as briefed, and out on course she went but not without incident. She had hardly sighted the Greek coast when the engineer, and veteran of 24 missions, reported to the pilot that the bomb-bay pump (fuel) was out. "Well," said the pilot, "let's try that system we were talking about yesterday". Needless to say the fuel was transferred, but not all was transferred before reaching the target.

All went well to the I.P. and here-in is where the real fight began. Also at this point, let me tell you where each man was: Pilot, Capt. Miller, left seat; co-pilot and Sq. Commander, right seat, Major Hodge; navigator, Lt. Zaruba; bombardier, Lt. Edwards, both in the nose; engineer, T/Sgt. Murphy, flight deck; assistant engineer, S/Sgt. Newmes, top turret; radio operator, T/Sgt. Rowland; right waist gunner; tail turret gunner, S/Sgt. Ducote, in tail turret. These are not their regular positions and is the reason their positions were brought out. Had any man been elsewhere except where he was and at the time he was there - there is no doubt that this crew and ship would not have returned. As was said, from the I.P. in, it was a fight.

The finished objective being to reach the target, drop the bombs before being shot down, no one expected to come out alive, but each person wanted to see his section of assigned target wiped out. There was a hell of a lot of chatter about the flak batteries (of about 8 to 16 guns, 37 to 48 mm) on our right, but the gunners were keeping them so busy that only one ship in the squadron went down before hitting the target. That was L for Love, on K's wing. K was heading straight for the smoke stack and power house when over the intercom came the cool voice of the Bombardier leading the pilot straight for the power house, even though the flames and smoke was above the bombing level. The pilot brought his ship down into prop-wash, flames and smoke to deliver his bombs to Dr. Hitler as briefed.

During the run-ups, trains and ground defenses were catching a barrage of .50 calibre slugs from the guns of six of the best trained gun crews to ever squeeze a trigger. On the run up, K took a beating but was due for more. Her left aileron was holding even though it had a two-foot hole in the middle, the lower left vertical sta-

bilizer shot away, the top was badly damaged. The right stabilizer was severely damaged; the hub on #4 engine was opened by a .30 cal. and oil was pouring out; #3 supercharger was blown open by a 40 mm; #2 induction system was shattered; and #1 (engine) had an oil line broken and the generator shot out.

About this time the assistant radio operator received a direct hit in his upper left leg which almost tore it off. The radio operator stopped two .30 calibres in his leg. The assistant radio operator was blown off his gun and yelled at the radio operator to throw him an oxygen mask which he did without leaving his guns - as now was no time to be playing nurse to a gunner. Later, maybe. The assistant radio operator put a tourniquet on himself and stopped most of the bleeding.

K was coming out now and doing a fine job, twisting, squirming, gliding, skidding in and out of trees. Finally #4 engine could take it no longer and burst into flames, but in less than 4 seconds the engineer (which was why he was on the flight deck and not in the top turret) had the gas cut off to it, and the co-pilot had cut the mixture controls and switch while the pilot feathered it. At the same time, the co-pilot was retrieving the ship. It was a perfect timing procedure which could only be accomplished with alertness and coolness. The fire was put out and K was now out of range of flak with nothing to worry about but fighters - and she did again as she had done twenty-four times before - she beat them off. She can handle any fighter, and as her pilot said, "A fighter will never get me if I see it first!"

The intercom was now filled with constant chatter of "Here comes one from 2"; "Get that son-of-a-gun at five". This went on for almost thirty minutes. When the interrogating officer asked if any enemy fighters were shot down by any of the crew members, they said they could verify none of their own as they did not have time to watch them crash, but the tail gunner claims one in flames and the assistant engineer claims one in flames, both at different times, but heading downward at 100 feet. "Who am I to question a man who sees a fighter cross his sights, burst into flames, and then turns to meet another attack?" Both fighters were Me 109s. During this time not less than twenty individual attacks were made on K and twenty times her fuselage would shake at the recoil of those .50 calibres as she fought them off. The last two fighters seen were out of range of the tail gunner and running a bad second for about this time a beautiful valley was approaching ahead, and down into it she went. Then out over some trees and down on the 'deck' again.

That's the last she saw of enemy fighters and she now had time to lick her wounds and this she did - and none too soon as the assistant radio operator was quite weak. No one had time to attend him but he managed until the fight was over. Then he was properly taken care of by the Bombardier, Engineer and Radio Operator. If his leg is saved, as well as his life, no doubt it was due to his and their efforts.

Crossing the Danube at 1000 feet, K again started to show her crew she was worth all the kind loving care she had been given in her nine months in combat. Giving her the needle again, she staggered up to 9,000 feet on three engines and into the clouds. Safe, at last now all the crew had to do was get her home.

However, her electrical system went out and with it went her electrical instruments. On needle ball, and airspeed, her pilot and co-pilot kept pushing her westward while the Navigator, with no sun, no ground, and no radio, plotted the course and gave an ETA to Sicily of 8:00 PM. This was checked against the fuel and the Pilot decided to head for it.

When the clouds cleared over the Greek coast, K was exactly on course. On reaching Sicily, the fuel was again checked and found to be sufficient to make Malta where a good hospital could take care of Sgts. McDonnell and Rowland. K had again brought her crew back after giving Mr. Hitler a good plastering!

Was the score even? Nine planes took off (in this squadron) to hit a target and destroy it - only one bomb load was actually all that was needed to do the job. Five failed to return. K hit the target which was made possible only through the combined courage and skill of the entire formation. One had to get through - K did!



Crew of "Buzzin' Bear" 11 May 1943
 Front - Lt. Cameron, pilot; Lt. Dabney, co-pilot; Lt. DeVinney, Bombardier.
 Back - Sgts. G. Sparks, Grett, Gibby, Winter, McCabe and Mareszewski.

Ploesti Casualty Lists for the 67th:

A/C #42-63761 D "Lil' Abner"

Weaver, Worden	2nd Lt.	Pilot	Theadore, Alabama
		Officially POW; ret'd to duty 8 Sep 43	
Snyder, Robert R. Jr.	2nd Lt.	CO-pilot	Oakland, Calif.
		Officially POW; ret'd to duty 8 Sep 43	

Sorenson, Walter M. 2nd Lt. Navigator Winslow, Arizona
 Officially POW; ret'd to duty 8 Sep 43
 Reese, Lloyd Jr. 1st Lt. Bombardier Columbus, Ohio
 Officially POW; ret'd to duty 8 Sep 43
 Schettler, William J. T/Sgt. Engineer Los Angeles, Calif.
 Officially KIA - killed by falling turret
 Brittain, James A. S/Sgt. Asst Engin Black Mountain, NC
 Officially POW; ret'd to duty 8 Sep 43
 Hinely, Jesse L. T/Sgt. Radio Oper Savannah, Georgia
 Officially POW; ret'd to duty 8 Sep 43
 Breedlove, Paul L. Jr S/Sgt. Asst Rad. Kansas City, Missouri
 Officially POW; ret'd to duty 8 Sep 43
 Suponcic, Frank J. S/Sgt. Gunner Cleveland, Ohio
 Officially POW; ret'd to duty 8 Sep 43

"Just after dropping bombs, I went to the rear of plane to help put out fire in the tail section. Plane crashed soon after. Schettler was still firing his top turret when we crashed - turret tore loose and pinned him in the flames. He shot down two planes."

A/C #42-40780 H "Available Jones"

Jones, Fred H. 1st Lt. Pilot Century, Florida
 Officially POW
 Dukate, Elbert L. Jr 2nd Lt. Co-pilot New Orleans, LA.
 POW; escaped, ret'd to duty 13 July 44
 Sweet, Adolphus J. 2nd Lt. Navigator East Northport, NY
 POW in Italy and Germany
 Bernard, Albert F. 2nd Lt. Bombardier Brooklyn, New York
 POW in Italy and Germany
 Spann, Leo G. T/Sgt. Engineer Chapman, Alabama
 POW in Italy and Germany
 Becker, Robert H. S/Sgt. Asst Eng Lincoln, Nebraska
 POW in Italy and Germany
 Paolillo, Michael A. T/Sgt. Radio Oper Corona, L.I., NY
 POW in Italy and Germany
 Savattiere, Anthony J. S/Sgt. Asst Radio Brooklyn, New York
 POW in Italy and Germany
 Sigle, Michael P. S/Sgt. Tail Tur Clayton, New Jersey
 POW; escaped, ret'd to duty 22 Oct 43

"We ditched approx. 30 miles south of Corfu - all got out into rafts OK. Next morn a Sub nearly stopped but took off. At 3 PM an Italian sea plane picked us up, took us to Brindisi, Italy. Later, moved to a monastery at Caitie(?) Italy. When Italy surrendered Sigle and Dukate escaped though British officers told us to stay - and the Germans took over camp that night."

A/C #42-40371 Q "G.I. Gal"

Reinhard, Elmer H. 1st Lt. Pilot Oakland, Calif.
 Officially POW; ret'd to duty 8 Sep 43
 Starr, Charles L. F/O Co-pilot Cashmere, Washington
 Officially KIA
 Totten, Gerald J. 2nd Lt. Navigator Sparta, Michigan
 Officially POW; ret'd to duty 8 Sep 43
 Pendleton, Richard H. 1st Lt. Bombardier No. Tonawanda, NY
 Officially POW; ret'd to duty 8 Sep 43

Ploesti Casualty List for the 67th (Con'd):

Garrett, Frank D.	T/Sgt.	Engineer	Lafayette, Alabama
Officially POW; ret'd to duty 8 Sept. '43			
Mash, Alfred A.	S/Sgt.	Asst Engin	Portland, Oregon
Officially POW; ret'd to duty 8 Sept. '43			
Huntley, Russell D.	S/Sgt.	Radio Oper	Concord, New Hamp.
Officially POW; ret'd to duty 8 Sept. '43			
Wolfe, Robert W.	S/Sgt.	Asst Radio	Canton, Ohio
Officially POW; ret'd to duty 8 Sept. '43			
Van Son, George	S/Sgt.	Tail Turret	St. Petersburg, Fla.
Officially POW; ret'd to duty 8 Sept. '43			

Approximately 80 miles back from target, "After giving bail out orders I stayed at controls of aircraft until co-pilot was in bomb bay. Then I went to bomb bay but Starr was still there. I encouraged him to jump but he wanted me to go first. This I did" Starr reported Dead as 'chute failed to open properly and was so badly wounded he asked to be shot - as one report goes. But he could have been shot or beaten by civilians.

A total of 54 B-24s were lost on this important mission! Except for stories of individual daring which would come later, and stories of heroic escapes, POW and Internees, the mission was done. Colonel Johnson was awarded the Congressional Medal of Honor and all men participating, both officers and enlisted men, were decorated with the Distinguished Flying Cross. The contribution they made individually to final victory still stands unparalleled.

Not mentioned in much detail on this mission is the fact that, in addition to the regular bombs carried in the bomb bay were two additional boxes of incendiaries and anti-personnel bombs carried in the waist window section of the planes. One waist gunner tells of his experience, when over the Ploesti oil fields, the other waist gunner fired the waist guns at both windows simultaneously while he was busily engaged in throwing these weapons of war out of the plane, scattering them through the area, heaping further damage to the area.

The following officers and enlisted men were interned in Turkey:

A/C #42-40267 N "Horse Fly"

Mitchell, Edward R.	1st Lt.	Pilot	Sioux City, Iowa
(Later KIA on 13 November 1943 mission to Norway)			
Decker, Donald R.	2nd Lt.	Co-pilot	Jamaica, New York
Saladiak, John	F/O	Navigator	Pittsburg, Penna.
Kipple, James E.	S/Sgt.	Bombardier?	Mt. Joy, Pennsylvania
McAdams, Robert C.	T/Sgt.	Engineer	Ensley, Alabama
(Also became POW, being on O'Neill's crew, 11 Dec. 1943)			
Castellotti, Julio G.	S/Sgt.	Gunner	San Jose, Calif.
Brumagin, DeLores R.	T/Sgt.	Radio Oper	Wattsburg, Penna.
Collie, David T.	S/Sgt.	Gunner	Clifton, Tennessee
Fliester, Henry O.	S/Sgt.	Gunner	Edgerton, Wisconsin

All of the above men later returned to duty, Sept. & Oct. 1943

A/C #41-24024 "Bewitching Witch" Ditched at 1700 in Medit.

Carpenter, Reginald L.	1st Lt.	Pilot	Ferndale, Michigan
Runsey, Edward L.	2nd Lt.	Co-pilot	San Fernando, Calif.
Powell, J. E.	2nd Lt.	Navigator	(From 415th Sq. 389th BG.)

Kullman, Martin L.	2nd Lt.	Bombardier	Los Angeles, Calif.
Huenerburg, Vincent E.	T/Sgt.	Engineer	Bridgeport, Connec.
Looker, Rollin C.	S/Sgt.	Asst Engin.	Topeka, Kansas
Manquen, Joseph F.	T/Sgt.	Radio Oper	Detroit, Michigan

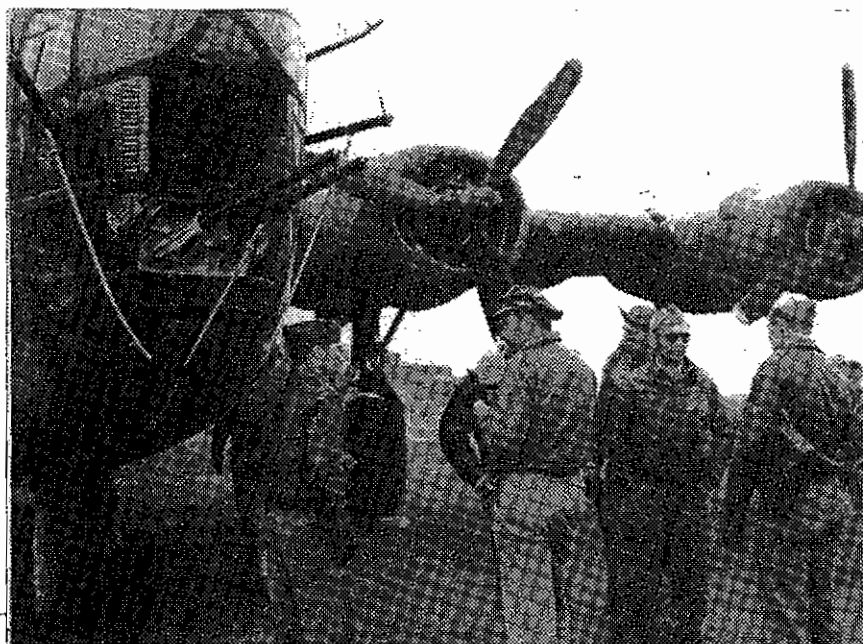
All of the above personnel survived. Rumsey broke a leg in the landing; Manquen was wounded by flak and had to be hospitalized.

Brown, Walter L.	S/Sgt.	Asst Radio	Cooper, Texas
Durand, Frederick W.	S/Sgt.	Tail Turret	Gile, Wisconsin

These two men went down with the ship when she sank, evidently pinned in the wreckage. Lt. Carpenter's Sortie Report states in part, "This aircraft suffered considerable flak damage over the target and several men were wounded. They were losing gasoline from a severed gas line that finally caused three engines to stop. The engines started again for a moment and the pilot feathered all propellers and prepared to ditch. They hit the water easily the first time, but the plane glanced off the water and hit again some distance away. The ditching tore off the tail section just aft of the wing. All nine crew members were in the nose section, prepared for the ditching. Seven men got out of the plane and released the dinghy. They floated all night and at 0525 GMT, 2 August 1943, they were spotted by a Wellington of Air-Sea Rescue. This plane dropped them supplies and water, circled them for about five hours. Later in the day it was relieved by a second Wellington. Finally, that night at 1930 hours they were picked up by a motor boat of Air-Sea Rescue about 30 miles SE of the place where they had ditched.

Battle damage was listed as: Flak hit #1 and #4 engines, the whole rear section badly shot up; as radio man was observing results of bombing through bomb bay doors a shell exploded just below these doors, seriously wounding him. 2nd Lt. Edward Rumsey, co-pilot and T/Sgt. Joseph Manquen are now in the hospital".

The crew was credited with three enemy aircraft destroyed during this sortie.



Modified nose of B-24D as used on Low-Level Floesti Note Twin .50s, amunition belt, and exterior bungee cords to counter balance these flexible guns.

It was twelve days of repairing, mending, replacing and patching after the damage of Ploesti that the 44th were able to again participate in another mission. Several planes had to return from their emergency landings returning from Ploesti, etc. So, it was on the 13th before the 44th dispatched 23 planes (only four of them 67th's) to Wiener Neustadt, Austria. Although not as far as Ploesti, it was nevertheless, over twelve hours in duration. Captain Walter I. Bunker, only recently transferred in from the 506th Sq., Lt. James E. Hill, Lt. Henderson, and Lt. R. L. Carpenter (flying in Suzy-Q) took off at 0415 hours. Bunker was forced to return early with faulty engines. Bombing was successfully made through slight flak and few fighters. The formation was led by the 506th Squadron with Major W.N. Anderson pilot and Major J.C. Bean as COMMAND Pilot.

Foggia. The costly flight to Foggia, Italy on 16 August came as another blow to the 67th - and the 44th. On previous flights into that territory the missions were in the nature of "milk runs", but this day it proved far from that. Whereas the previous day another group had gone in without opposition, this time our B-24's were met with everything the Axis could put up. This gave credence to the report that the enemy had been moving his defenses, and had them on that specific day concentrated in Foggia. Suzy-Q in the hands of a new crew, failed to return, as did the Buzzin' Bear. In all, eight planes of the 44th were lost (I can only establish ??), and the 67th, having lost three was again near obliteration.

Lt. George W. Temple, Navigator on the 68th plane "Natchez Belle" described their experience this day: "Our plane was about 1 mile behind when we were four minutes after the target. We were attacked by 24 yellow-nosed FW 190s. The attacks came in from 3, six and nine o'clock level, and pressed home almost to our wing tips. The first 20 mm shell hit the flight deck near the radio and set the upholstery and other inflammable 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, the top turret gunner, got two and one of the waist gunners, Rothrock, got two more.

At 18,000 feet the pilot (E.M. Shannon) 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.

Rounded up on the ground, the crew then were: Lt. Temple, broken ankle; Lt. Shannon, who had a minor bullet wound; Lt. Collins OK; S/Sgt. Strandberg, who had some 20 mm fragments in his right leg; Sgt. Vogel, who had minor bullet wounds and two sprained ankles; Sgt. Rothrock, who had a bullet wound through his foot. Later, it was learned that the reason the co-pilot, Lt. Hersh had not jumped was that, after leaving his position and walking to the cat walk, he found out that he had no chute. He was unable to go back because of a fire in the radio compartment. Lt. Shannon offered his co-pilot a share of his chute, but Lt. Hersh refused, saying that it was his own fault and that he would not jeopardize Lt. Shannon's chance of survival!

The 67th plane, #021, was damaged over the target, probably by flak and then fighters. It continued in formation for some time, but gradually lost altitude and was finally seen by Capt. Phillips to crash-land on the beach at Cape Stilo. It is believed the aircraft made a fair belly landing:

A/C #41-24021(?) T Black Sheep ?

Hager, Carl S.	2nd Lt.	Pilot	Glasgow, West Virg.
Officially POW			
Pimentel, Robert E.	2nd Lt.	Co-pilot	Berkeley, Calif.
Unreported; not on Roll of Honor			
Baker, Wallace P.	2nd Lt.	Navigator	Pittsburg, Penna.
Unreported; later, KIA			
Mills, John D.	2nd Lt.	Bombardier	Chicago, Illinois
Unreported; not on Roll of Honor			
Curry, Francis X.	T/Sgt.	Engineer	Philadelphia, PA.
Later reported as KIA			
Dones, Isabeline	S/Sgt.	Asst Engin	Bronx, New York
Returned to duty 30 Sept. '43			
Woods, Howard C.	T/Sgt.	Radio Oper	Stella, Missouri
Later reported as KIA			
Blakeney, Robert W.	S/Sgt.	Asst Radio	Newton Center, Mass.
Unreported; not on Roll of Honor			
Hess, John M.	S/Sgt.	Tail Turret	Dunbar, Pennsylv.
Returned to duty 30 Nov. '43			
Farley, Henry R.	S/Sgt.	Gunner	Peoria, Illinois
Returned to duty 28 Oct. '43			

A/C #229 - "Our B-24 P was seen going down in a spin; six chutes opened....."

A/C #41-24229 P "Buzzin' Bear"

Smith, Leighton C.	1st Lt.	Pilot	San Antonio, Texas
Officially POW			
Millener, Joseph S.	F/O	Co-pilot	Louisville, Kentucky
Unreported; not on Roll of Honor			
Clifford, Thomas A.	F/O	Navigator	Upper Darby, Penna.
Officially POW			
DeVinney, James F.	1st Lt.	Bombardier	Atlantic City, N.J.
Officially POW			
Winter, LeRoy R.	T/Sgt.	Engineer	Orland, California
Returned to duty 26 Oct. '43			
McCabe, Ernest G.	S/Sgt.	Asst Engin	Pontiac, Illinois
Later reported KIA			
Sparks, Gerald A.	S/Sgt.	Radio Oper	Meridian, Miss.
Returned to duty 16 Oct. '43			
Gibby, Gola G.	S/Sgt.	Asst Radio	Madisonville, Tenn.
Unreported; later, KIA			
Maruszewski, Frank A.	S/Sgt.	Tail Turret	Uniontown, Penna.
Unreported; later, KIA			
Grett, Gerald L.	S/Sgt.	RW Gunner	Urbanette, Penna.
Unreported; later, KIA			

The illustrious saga of Suzy-Q comes to an end today, strangely almost without notice. Apparently all crews were so intent upon defending themselves from the many, fierce attacks that almost no one saw the plane go down. Of the six 67th planes participating in the mission, Capt. Bunker returned early, Henderson landed on Malta, and Lt. J.E. Hill returned to Benina, but did not see Suzy-Q go down. Hill reported that his ship observed 50 to 60 fighters mostly Me 109s. A great many attacks were suffered by his plane, with them coming from all directions. He suffered holes in the left rudder and the flap cable was cut; radio shot out; and gas tank in #3 engine punctured; antenna shot away. Hill's crew shot down six enemy aircraft.

A/C#41-23817 L "Suzy-Q"

Bateman, Walter R.	1st Lt.	Pilot	Baltimore, Maryland
Unreported, Determined Dead			
Propst, Halbert W.	1st Lt.	Co-pilot	Cape Girardeau, Mo.
Determined Dead			
Travis, William C. Jr.	2nd Lt.	Navigator	Akron, Ohio
Determined Dead			
Ellis, John P.	2nd Lt.	Bombardier	Warren, Ohio
Determined Dead			
Chapman, Robert D.	T/Sgt.	Engineer	Albion, New York
Determined Dead			
Cianciolo, Michael A.	S/Sgt.	Asst Engin	Memphis, Tennessee
Determined Dead			
Post, Herbert F.	T/Sgt.	Radio Oper	Port Heron, Michigan
Determined Dead			
Aguirre, Adolph P.	S/Sgt.	Asst Radio	Exeter, California
Determined Dead			
Smith, Charles A.	S/Sgt.	Tail Turret	Hendersonville, N. C.
Determined Dead			
Stevenson, Joe A.	S/Sgt.	Gunner	Little Valley, N.Y.
Determined Dead			

The reason that Lt. Henderson did not return to Benina after this mission is that he was having problems with his booster pump and the transfer pump was very weak, so he had to feather #4. When preparing for ditching the Engineer Cooper got the pump working so they turned and landed on Malta.

Donald V. Chase and three others of Whitlock's crew were not aboard "Timb-A-A-Ah" on this Foggia mission with four others taking their positions. So these four members, along with the ground crews waited for the formation to return. "Long after the last ships returned and the sun had set, we two enlisted men, as did the two officers, mournfully trekked back to our tent area. It was a night of anguish. If I had been older, instead of 22, perhaps I might not have searched for a symbolic reason which governs fateful events. But regardless, I picked up the Gurkha Kukri, walked into the desert and threw the knife across the sand into the darkness. It had brought only bad luck. More than half my crew were gone, probably dead. I cried." He, and many others spent a bad night.

Lt. Whitlock and Ricks survived, but Dunajecz, Bonham and Stewart were Killed In Action.

W. R. Cameron makes these comments about Ploesti:

We used to visit the British anti-aircraft gunners around the air-strip at Benghazi when other aircraft were practicing low level formations. We would ask them, "What aircraft would you shoot at?" They would invariably answer, "The highest aircraft". Therefore, when we came on the smoke of the Ploesti Oil refineries flying at the assigned altitude of 250 feet, I dove so sharply that the boys in the rear of the "Bear" were thrown off their feet. We leveled off low enough to see clearly the faces of a number of anti-aircraft gunners. We skidded around in our turn to keep our wings level and just above the ground. And we stayed there until at least 30 minutes out from the target. Ground gunners could not easily aim at us and fighters could not dive on us. In fact, two or three actually flew alongside or above us. I was frantic, trying to get our gunners to shoot at them but our tail guns were out due to a 40 mm hit, cutting off the hydraulic fluid, and the other gunners were concentrating on the fighters trying to get at us from the rear and ignoring those flying alongside or immediately above.

We flew between two tall trees and once pulled up over some poor farmer plowing in a field behind a pair of oxen. But we didn't get hit again.

Of the 15 B-24s in our formation, only Suzy Q and the Bear landed at Benghazi that night - almost 15 hours after take-off. (13:40 hours was the official time given). It was rugged, but it wasn't the only tragic mission we suffered through, though it was possibly the most B-24s ever lost on a single mission.

Cameron was awarded the DSC for his participation, but due to an error, was not presented with it until many weeks later.

Lt. Cameron continues:

After Ploesti our Squadron had almost ceased to exist. Other than the members of my crew, we had only Hill and Henderson. Howard Moore and many of the veterans who remained now left for the States, and home. Before Howard left, he and Col. Johnson agreed that I should have the Squadron. At that very time I was working in a hot tent with Dabney, Mikoloski and M/Sgt. Gilbert Hester trying to sort out the personal effects of the crews we had lost over Ploesti - a difficult and rather sad job.

It was understood that there would be no more missions from Benghazi and that we were 'homeward' bound. To our surprise, then, we were told that another mission was planned, to Foggia Airfield on the southeast end of the 'boot', and that every crew and airplane that could be spared was needed. With pride, we scheduled seven aircraft: my old crew in the 'Bear' with a new pilot and co-pilot; Hill and Henderson, and three of the new crews. Our seventh crew was a veteran crew under Walter Bunker and co-pilot Richard 'Dick' Butler, who had transferred over from the 506th Squadron. Because of their experience I scheduled this crew to lead the 67th. Previous missions to targets in this area, and one I had flown to Foggia myself, had been made without loss. So, on 16 August I proudly watched them take off - the first mission of the Squadron under their new Commander. It was a heady feeling.

The first hint of trouble came when the veteran lead crew returned early with engine trouble. Later, when it was all over, only

Hill returned. Our Squadron had lost five of the eight crews (including my own 'Bear' and crew). From that day on, I never sent out a crew that was not absolutely required or a crew that I did not consider tried and ready for combat. They had run into 75 to 100 German fighters, recently moved down to Italy. It was a fiasco because it caught the Group when it did not expect to encounter trouble and with a large number of green crews who just could not stay in formation when the going got rough. Jim Posey was awarded the Silver Star for getting as many home as he did.

In those last days of Benghazi, we found ourselves again struggling to sort out and inventory the personal belongings of more than 90 men lost on the Ploesti and Foggia raids. However, we finally left Africa. I had Col. Johnson and Capt. Jackson as distinguished passengers aboard and the green fields of England actually looked good.



67th's Commanding Officer Major Howard C. Moore and his future successor, 1st Lt. W. R. Cameron with Line personnel. L to R: Chayka, Curtin, Baur, Nelson, Ulosovich, Moore, ???, Cameron, Hester?, Shimmel, Baccash, Bagley and Hanley. And a B-25???

The 66th and 68th Squadrons returned to Foggia Marshalling Yards again three days later, the 19th. They put ten aircraft in the air but four of these were forced to return early, all of them with engine problems relating to oil leaks. The desert sand was taking its toll without sufficient replacements. The 67th did not have a single airplane in operation, nor, apparently, did the 506th.

Even with the small attacking force, the bombing results were good.

On the 21st of August, R.L. Carpenter and crew in A/C #41-23918, "Bela" represented the 67th Squadron on the mission to Canello, Italy along with eight other 44th aircraft - 2 506, 3 66th with one aborting, and 4 from the 68th. The target was hit with good results even though the enemy hit the formation with approximately 30 planes. The 44th had no losses but the gunners from the 68th claimed four planes destroyed - all Me-109s.

In late August, their missions accomplished, the tattered remnants of the 67th Squadron returned, via Tunis and Marrakech to England. On August 31st the Air Echelon arrived back at Shipdham, and happy to find an "Oasis" again. The work they had done in Africa, and the wonders they had performed over the Italian skies were laurels on which many were willing to rest, but as in most wars, there would be no rest. The men arrived "home" sunburned and covered with sand and in dire need of shaves and haircuts. Air and ground crews were very happy to be reunited again.

Lt. William Aldridge and crew was one of the several new crews that arrived in North Africa to supplement the thinning ranks of the 67th Squadron. They arrived after the Ploesti mission but not in time to fly any missions, and returned to Shipdham with the others.

Another 67th replacement crew having the same experience at Lt. William Aldridge was that of F/O (then) Edward F. Taylor. They, too, did not fly a mission from Benina Main, returned to England for a little over two weeks and turned right around again and flew back to North Africa.

1. Our 37 aircraft departed Benina at 0430(?) to attack their assigned targets of Credito-Minier and Columbia Aquila. 36 of them reached targets between 1210 and 1213 hours at altitudes from 120 to 250 feet. 48 x 500 lb GP bombs fused 45 second tail, and 139 x 1000 lb bombs fused one hour tail delay, plus 22 boxes of incendiaries dropped on targets along the route, but taking no account of unreported planes.

The groups assembled as planned except for the 93rd, which due to blowing dust, were delayed in taking off with the result that they were unable to form over their field and had to do so enroute.

As the force reached the coast of Greece, the groups were in visual contact, but from the coast to the turning point of Piroto they encountered poor weather. The 98th Group descended below the clouds, the other four remained above, and, in consequence, lost contact. The 376th and 93rd, separated from the other groups and turned for their run into the I.P. (Floresti) about 4 minutes too soon and, therefore, missed it. A run was made from a town which they mistook for Floresti, the mistake being undiscovered until the lead force (376th Group) sighted Bucharest. They then turned north toward the original I.P., sighted Ploesti, and attacked the targets on a heading of 35°. Only three ships from the 376th bombed an objective, the remainder slaved their bombs in the fields. The 93rd sighted White III too late to change course and bombed White IV and White V. Their approach to the targets brought the two forces near the defenses on the outskirts of Bucharest, on through those of Brazi, and into the most intense in the Ploesti area, with a resulting high loss of aircraft. Unfamiliar with the angle of approach, they were forced to climb to find their target and were subjected to fire from heavy anti-aircraft fire.

The 389th and 44th Groups became separated from the 98th when the latter descended under the clouds on the way in from Greece to Piroto, and the 389th after coming to the conclusion that the others were uncertain of their own position, broke off and proceeded to Pitesti alone. Arriving in the foothills north of Pitesti, they became confused by the similarity of the valleys there, and made a run down one of them towards Targoviste in the belief they were in the Prahova Valley. Discovering their mistake, they turned north again and made a second southerly run down the Prahova valley itself. This time they easily recognized and hit their target, the Steaua Romana Refinery. The hilly nature of the country surrounding the target apparently made a certain amount of surprise possible, as the first four waves over the target encountered little opposition, while the last wave met considerable resistance. No heavy anti-aircraft fire was reported. The 44th BG, mistaking the 389th for the 98th BG, followed the former until their mistake was discovered. We then found ourselves ahead and above the 98th and so let down and circled behind into our proper position. They reached Pitesti and followed the planned route, by Floresti, to the target. White IV, already hit by the 93rd was the target assigned to the 98th and their own certainty that they hit it well is upheld by their photos. The comparatively small amount of damage shown in the P.R.U verticals leads to the belief that a great proportion of their bombs did not go off or were removed before they could do so, thereby tending to substantiate the information contained in the telegram from General Arnold, July 9 1943 on experiments with 1000 lb bombs with delayed fuses, in which it was found that 50% of the bombs failed to detonate when dropped against solid

objectives from low level.

The 44th B.G. arrived at their Ploesti target at 1515 hours, plunging into a hail of flak and ripping tracers, smoke, fire and exploding bombs. Several parts of the extensive plant were already afire, and to reach their specified target, the 44th would have to fly directly over this fiery and bursting cauldren of oil, and through a veritable forest of anti-aircraft guns. What had been modest barns and harmless-appearing hay stacks now became gun implacements, and from everywhere, including handcars on the sidings, upward flew the barrage of steel. And from the flak towers, down came additional hail of metal.

Col. Johnson headed for the target with the Group in perfect order behind, and here is where the real story of heroism and valor and sacrifice begins. The Ploesti plant was a sprawling panorama of buildings stretched over several acres of land. Because a concentrated attack on one specific target by the entire force employed would do but a minimum of damage, each group had been assigned a separate area on which to concentrate their strength. That had been the real purpose of a low-level attack. The idea was to get in fast, drop the bombs and get out just as fast, but fate had ruled that it wouldn't be so, for as Col. Johnson's Group approached their target, it was observed that through an error, another group has already bombed the target assigned to the 44th. What was there to do now? Fly straight on and turn for home, thereby nullifying months of preparedness, or seek an alternate target and possible doom? In a split second, Col. Johnson chose the latter. Altering his course and heading straight and low through the smoke and flames and floundering 24's, he made straight for a cracking plant as yet untouched. Planes were going down on all sides. One, caught in the blast of an exploding bomb(s), pointed her nose upwards, climbing an imaginary ladder several 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 Suzy-Q pressed onward to the new target with a flight of now crippled B-24s behind. Off Suzy's starboard wing six Liberators disappeared into a column of rising smoke, from which only one burnt and blackened plane emerged to follow the formation. What now remained of the 44th continued to the target and deposited their bombs neatly and beautifully below.

Now began the mad dash for home. Col. Johnson's ship had ailerons and rudder perforated; Lt. Carpenter's bomb bay doors smashed and gas leaks in the starboard tanks; Lt. Mitchell, one engine feathered and one smoking; Capt. Cameron's rudders and fuselage peppered; Lt. Henderson's with a thousand flak holes in all parts of the ship; Lt. Hill's right wing was severly cut between the fuselage and #3 engine all the way to the main spar where she had smashed through a balloon cable. Such was the shape of the 67th's ships leaving the target. Most were blackened by the oil fires, blistering the paint.

Skimming low between and under telegraph wires, and rubbing their bellies against fields of corn in order that they might avoid the fighters and flak towers, the big 24s dashed bravely along. Pursued by fighters and pounded from all directions, they nevertheless remained in their positions and finally broke into the clear. Lt. Mitchell was the first to leave the formation, heading in the

general direction of Turkey; Lt. Henderson was next to leave and landed on the isle of Malta. Lt. Carpenter ditched in the Mediterranean 50 miles off the African coast, and all but two of the crew were rescued forty hours later. Lt. Fred Jones crash-landed in Italy.** Lt. Worden Weaver and Lt. Reinhart went down over the target in flames. All in all, five planes were definitely established as lost, while the remaining four would be out of action for some time. (67th planes only) Loss of life was not as serious as at first feared and news came in that all damaged ships landed with but slight casualties to personnel. So it came: Mitchell's crew in Turkey, Jones' prisoners in Italy; Henderson's in Malta; all but two rescued from Lt. Carpenter's.

Approximately 18 to 20 enemy aircraft attacked our formation with claims for 13 of them destroyed and 1 damaged. Only 23 of the 37 planes in our Group managed to land safely at the base, returning by 1800 hours. 14 were unreported. * One B-24 letter bar W, belly-landed near the I.P. but the crew are believed safe. Other items include: Flak encountered at Verona on way out. Smoke screen at target started well in advance of arrival. 10 to 15 barrage balloons west of target flying at 4000 feet.

For Lt. Whitlock's crew (506th) this mission was quite saddening as they were forced to abort some 125 miles short of the oil complex, near Craiova, Rumania. Fuel transfer problems and oiling difficulties caused the pilot to shut down #1 engine and feather the prop. We were tail-end Charlie, eating everyone's prop wash. We kept lagging farther behind until #4 engine lost power, too, so with no other choice, turned to return to base. Navigator Ricks gave a course heading to the nearest friendly landing field, Cyprus. some five flying hours distance.

Flying southbound they crossed the Danube at a point where people were wading and swimming, and not wanting to hurt them dumped their bombs farther down the river. They overflew Bulgaria into the Aegean Sea and skirted west of Turkey. 20 minutes from the Cyprus coast number four engine quit entirely. They were running out of altitude. At 500 feet and still dropping, Lt. Whitlock turned and asked S/Sgt. Chase if he was set up for a distress call - and he was. He knuckled out repeated SOS morse signals, giving code and holding the transmitter key down for 15 to 20 seconds so air-sea-rescue could home in on them. Meanwhile the crew threw out clothing, radio tuning units, ammunition, etc. to lighten the load so we could make landfall. The coast loomed in sight and luckily, they were lined up to land. No turning, straight in they went while S/Sgt. Chase fired red flares to ward off pattern aircraft. It was a good landing!

The 68th Squadron lost #42-40995 C piloted by Capt. Rowland B. Houston over the target. (Pulled up steeply)
The 66th lost 1st Lt. H.A. Lasco, Jr. in #42-24153 L "Sad Sack II" who went down after bombing target. Three 66th planes were caught in that terrific explosion: 1st Lt. G.W. Winger in #41-24015 R "Wing Dinger"; Capt. R.M. Gentry in #42-40182 A "Porky II" (?). and 1st Lt. C.E. Hughes in #42-40777 N "Flossie Flirt". Somehow, Lt. Hughes managed to take his shattered plane to Turkey.
1st Lt. T.E. Scrivner in #42-40375 G crashed near a clump of trees.

* - No 44th A/C with Bar W; none lost near IP.

** - Incorrectly reported. Jones' crew ditched south of Corfu.

13. The target for today was the Wiener Neustadter Air Frame Works, Austria. Our 26 B-24s departed Benina at 0400 hours to attack this target but only 20 planes were able to reach it due to mechanical problems and 3 unknown. They dropped 159 x 500 lb bombs fused .10 nose and .025 tail. The target area was well covered, with the rear flight observing flame and smoke in the target area, large building at C/12 on fire, building at S/12 on fire. A series of explosions noted in area entered in R/12. All Map reference CP-1. Weather was 4 to 6/10th cumulus from 8,000 to 15,000 feet at target. Anti-aircraft fire was slight inaccurate. From 5 to 10 FW 190s uneagerly attacked at the target, while from 10 to 15 Me 109s attacked after leaving Italy on the way home, but the attacks were not pressed.

Damage from enemy action was nil, while 1 Me 109 and 1 FW 190 destroyed. 21 of our formation landed at Tunis and one in Sicily by 1635 hours. One B-24 is unaccounted for.

There were 16 A/A guns in target area at D/13, and A/A fire encountered at Bokaloloraska on Yugoslav coast; also from west end of Lake Balaton and at crossing of Save River near Svingar. A/C #41-24211, "Wing and a Prayer", piloted by 1st Lt. Robert J. Lehnhausen from the 68th Sq., 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 well pocked with craters from previous bombings when in enemy hands, by Allied planes. Lt. Lehnhausen landed his aircraft, dead stick, with such skill that none of the crew were injured and the plane suffered only minor damages. The nose wheel could not be lowered, and after landing, it was necessary to apply the brakes because of the shell craters in the runway. When the brakes were applied, the airplane nosed over, crumpling the nose section and abrasion damage to the bottom. The crew was uninjured!

So, after all tallying was completed, no planes or crews were lost although #211 had to be abandoned to the Mediterranean Theater of Operations.

16. The target for today was the Foggia North Satellite Airdrome at Foggia, Italy. 25 ships of the 44th departed Benina Main by 0430 with two returning early due to mechanical trouble. 23 A/C reached the target by 1033 hours, dropping 152 x 300 lb bombs, American, fused instantaneous nose, 45 second tail delay and 2160 x 20 lb fragmentation bombs from 20,000 feet. The north half of the field was well covered by bursts. Light, scattered clouds but visibility unlimited over target. Anti-aircraft fire moderate to intense, aimed and accurate but with minor damage sustained from it. However, from 40 to 50 Me 109s, JU 88s and Me 110s attacked. Six of our aircraft shot down over the target. Two FW 190s, one Me 110, 22 Me 109s were destroyed and three Me 109s probables. 5 Me 109s damaged.

Three B-24s landed at Malta and 15 landed at Benina by 1440 hours. Capt. Rebich's #1 engine was hit by flak just after bombing and Lts. Flaherty, Bridges and Comey escorted him to Sicily (66th).

Planes lost:

66th's #41-23778 F	Lt. Curelli & crew	Lost over target
68th's #42-40373 Z	Lt. E. M. Shannon	Bailed out 30 mi after.
506's #42-40778 T	Lt. H. W. Austin	Lost over target
506's #42-40606 X	Lt. C. A. Whitlock	Over target - 4 chutes
67th's #41-24021 T	Lt. C. S. Hager	C/L on beach-Cape Stilo
67th's #41-24229 P	Lt. L. C. Smith	After target-4 to 6 chutes
67th's #41-23817 L	Lt. W. R. Bateman	Over target- no chutes

19. Foggia Marshalling Yards. 10 B-24s departed Benina at 0615 hours to attack Foggia, Italy. Three aircraft returned early and one landed at Malta. Six aircraft reached the target and dropped 50 x 500 lb American Bombs fused .10 nose and 45 second tail delay at 1125 hours from 23,000 feet. 11 bombs were jettisoned, 21 bombs were returned and disposition of 9 bombs unknown. The majority of bombs fell in the Railway Yards and on overpass with bursts seen at J-16, 21,22. Weather was clear with slight haze. Anti-aircraft fire slight, heavy and inaccurate. Nine aircraft landed safely by 1625 hours, GMT, with the other safely down on Malta.

21. Cancellero Railroad Station. 10 B-24s departed Benina by 0724 hours to attack railroad station in Cancellero. One aircraft returned early with bombs intact due to mechanical failure. 9 aircraft reached target by 1210 hours dropping 81 x 500 lb bombs from 21,000 to 22,000 feet. Some hits believed made at I'8, Map C/34 (1). Bursts unobserved due to intense fighter attacks by 25 to 30 single-engine fighters, mostly Me 109s, a few FW 190s and MC 200's and 202's. Two of our aircraft suffered damage, and one unaccounted for (at Malta). Four Me-109s and 5 MC 200s destroyed with another Me 109 probable. Heavy type A/A, slight intensity, aimed and inaccurate. One ship "holed". Total of 9 planes returned Benina by 1630 hours. One B-24 reported down over the target, but believed it belonged to the 98th B.G., Another observed going down at the same time with tail off. Aerial bombing from several high-flying silver aircraft flying in the sun maintained from coast to target. Reported quite accurate. 10 bundles of type 171 leaflets dropped in the target area.



A/C #41-24235 "Earthquake" Original 506th Squadron piloted by Capt. Bunker. Transferred to 67th after Ploesti; then to Med. Theater of Ops. after Weiner-Neustadt 1 October 1943. L to R: 2 Strickland, 4. Butler, 10. Curtin, 11. Martin, 12. Gong, 14. Dill

Major Moore, having served faithfully, efficiently and gloriously as Commander of this valiant Squadron for seven months, was granted his well-earned reward and returned to the States to assume new responsibilities and indoctrinate new crews in the operational difficulties of combat in the European Theater of Operations.

He was succeeded by a youthful, but very capable and courageous pilot of "Buzzin' Bear". 1st Lt. William R. Cameron, a veteran of twenty-five missions over Germany, Austria, Italy and France and who, having been relieved of combat flying, voluntarily and successfully piloted "Buzzin' Bear" on the historical but ill-fated raid on the Ploesti Oil Fields.

With little or no respite after their bitter experiences in Lybia, the Squadron was forced to re-organize its battle-weary forces and continue its offensive against the Continent from England two times within the week following its return from Africa.

After a diversionary flight off southern England September 6th, the Group hit a convoy of ships off the coast of Holland. This occurred on September 7th when the primary target was Leeward Holland, but cloud cover forced the Group to select other Target of Opportunity.

Bad weather kept the planes grounded until 15 September, when we attacked Chatres Airdrome. But when our crews returned from the mission, they were greeted with the unpleasant news that the 44th BG would be returning to North Africa. This time we were to aid in the campaign against Italy where the Germans were offering severe resistance to our advancing armies. Orders were received and plans were immediately formulated to return to the wind-driven sands of North Africa. The Squadron received its orders at six o'clock on the morning of 16 September 1943, and at ten o'clock that same night eight of our ships were airborne, destined once more for the mysterious continent of Africa.

Replacement crews were piling into Shipdham to replace losses in North Africa. Excerpt for one such order for replacement:

Special Order #220 4 September 1943

In compliance with VOCO, the following named Officers and EM Join... 66th Squadron.

2nd Lt. George R. Insley	0672816 (P)	2nd Lt. Robert P. Berry	(CP)
2nd Lt. Milton S. Feinstein	(N)	2nd Lt. Leonard A. Dwelle	(B)
S/Sgt. Rudolph R. Jandreau	(E)	Sgt. Allen S. Deutsch	(AR)
Sgt. George Federlin	(AE)	Sgt. Paul R. Kittle	(R)
S/Sgt. John S. Young	(G)	S/Sgt. Thomas J. Edmonds	(AG)

67th Squadron

2nd Lt. Richard F. O'Neill	(P)	2nd Lt. Woodrow W. Worth	(CP)
2nd Lt. George N. Larsen	(N)	2nd Lt. George W. Carvour	(B)
S/Sgt. Arlie R. Holden	(E)	Sgt. Paul A. Hagmann	(AR)
Sgt. Martin Kushner	(AE)	S/Sgt. Joseph Charochak	(AG)
Sgt. Charles J. Underwood	(G)	Sgt. Boyd Boggess, Jr.	(AG)

Following equipment will be taken: complete mess gear (EM), clothing for 10 days; Class "A" uniform; gas mask; helmet, blankets, raincoat, navigational equip. (for Navigators), notebook and pencils.

On 5 September Lt. Dellas Brown and crew joined the squadron.

6. The Squadron participated in a diversion over the North Sea in an effort to support B-17's that were attacking Stuttgart and other Targets of Opportunity. The Group put up 18 aircraft but only 15 eventually flew the diversion.

7. Today the 44th along with B-24's of the 389th BG attempted to attack the Bergen/Alkmaar Airfield near Leeuwarden, Holland. However it, and the secondary target, were obscured by cloud cover. So a convoy of ships about 10 miles off the Island of Texel was bombed. The convoy of ships with escort vessels were hit with an excellent pattern being made. The convoy was bracketed by the bombs of the two Groups and undoubtedly many hits were scored. No damage to our planes.

8. Italy Surrenders!! One down, two to go.

9. Today it was back to the Abbeville/Drucat Airdrome in France, with the 44th putting up 19 aircraft, 17 of them bombed. A fog and a low layer of stratus clouds hampered take-off and the assembling of the Groups. This is a typical condition which can occur in the winter over the English Islands.

On the bomb run inaccurate but heavy flak was encountered. The 44th aircraft did not hit the target with much success, but the 392nd BG who accompanied us to this target, had good bombing results. No enemy aircraft attacked and all returned safely to base.

14. Early morning alert, but mission scrubbed before take-off.

15. Even though bad weather had continued all week, the 44th attempted to put up 22 aircraft, but after the difficulty of assembling only 12 ships continued on to rendezvous with the other two Groups. The Primary target was Conches Airdrome in France, but once again the Primary was obscured by haze and Chartres was found and bombed with good results. Moderate but inaccurate flak was met; while only three enemy aircraft were encountered, and all three were shot down by the Group's gunners of the 389th. No aircraft attacked the 44th's planes. 12 x 500 lb bombs per aircraft.

16. For the second time our combat men and planes were ordered back to Africa, departing this base in the late afternoon.

18. New aircraft and combat crews are arriving daily to replace those planes now on detached service in Africa.

20. There are more combat crews than planes, so now two flights are being scheduled - one in the morning with one crew, and again in the afternoon with a second crew.

26. Our planes were included with those of the 392nd BG in a diversion over the English Channel. Only 3 planes from the 44th!

27. A repeat of yesterday - a short diversion over the Channel.

Practice flying continued readying the new crews for combat.

NORTH AFRICAN OPERATIONS

SECOND TOUR

After learning quite suddenly on the 15th of September that once again our Group's services were required in North Africa there was feverish activities necessary preparatory to leaving almost immediately. The Air Echelon (again with skeleton ground personnel) took off on the night of 16 September for another tour. The advance ships landed at 0900 hours at Marakech on the 17th, completing the first leg of the journey. On the 18th, the ships landed at 1630 at Gudna #1, near Tunis. The men all hustled up tents and what cots were available and proceeded to set up housekeeping. Some of the crews were held up on leaving England and those who arrived first began sweating them out. But, by 20 September most of the crews had arrived except Lt. Irby and crew, who had been forced to turn back to Marakech.

The weather seemed unpleasantly hot as the men had become accustomed to the mild English weather.

When the 44th again arrived in Africa, it was discovered that the Allied Forces in Italy had secured their positions, so had relieved the critical situation that prompted the return of our Group. Consequently, the fortified strength of the 12th Air Force as augmented by these elements of the 8th AF, was called upon to strike at enemy communication lines in northern Italy.

The first mission flown to Leghorn Italy on 21 September with specific targets of docks and the industrial canal. The 44th BG was briefed to lead the formations, leading the 389th and the 93rd Groups. But the unfavorable weather caused the Groups to get separated and so the 93rd and the 389th BG's decided to return to their base, and the 44th went on to the target. There, the target was clear, a visual run was made, and the bombs fell in an excellent pattern with the resulting effect - an excellent bombing job! Slight but heavy inaccurate flak was encountered over the target, but with no damage to our aircraft. Bomb patterns later showed that better than 56% of the bombs fell within 2000 feet of the briefed MPI. No record of the number of 67th planes or pilots.

On the 24th a secondary target, the Pisa Marshalling Yards, was hit. The target was well covered with bombs once again. We encountered no flak or enemy aircraft and the results later showed that 65% of the bombs hit the 2000 feet radius of the briefed MPI. And again, the 67th pilot and planes were not identified.

In review, enemy airdromes and enemy marshalling yards were the main objectives to be hit by this Group in both theaters. The month of operations proved to be quite successful.

OUNDA #1

23 September 1943

<p>Capt. WALTER I. BUNKER Capt. JOHN J. FINCH 1st Lt. RICHARD B. BUTLER 1st Lt. CHARLIE P. HENDERSON, JR. 1st Lt. WILLIAM P. NEWBOLD 1st Lt. HENRY R. ZWICKER 2nd Lt. WILLIAM S. ALDRIDGE 2nd Lt. CHARLES E. ARNOLD 2nd Lt. SYDNEY S. BURROUGHS 2nd Lt. JACOB NMI COHEN 2nd Lt. EDWARD M. DOBSON 2nd Lt. WILLIAM J. EGAN, JR. 2nd Lt. MAYO L. COINER 2nd Lt. BYRON H. LATIMER 2nd Lt. ROBERT J. NICHOLSON 1st Lt. CHARLES J. SELASKY 2nd Lt. JACK R. TINNEY 2nd Lt. RALPH E. VAN ESS M/S GEORGE N. BACCASH M/S MICHAEL A. AUGURTIN M/S ROLAND J. DILL M/S EDWARD P. HANLEY M/S EMERY M. SHIMMEL F/S ROBERT W. RYAN T/S ELDON H. BRUMBACK T/S HAROLD E. COOPER T/S GILBERT C. HESTER T/S JOHN F. IRWIN T/S LOY L. NEEPER T/S JOHN NMI PITCOVICK T/S ROY J. YEATTS S/S WALTER D. BAGGE S/S HARRY T. BOLSTER S/S CLEMENT C.L. BOULANGER S/S DONALD M. CHAMBERLAIN S/S GEORGE NMI CLICK S/S HENRY J. DZWONKOWSKI S/S BILLIE D. FALLS S/S JAMES R. GREENE S/S HAROLD A. HUBBARD S/S WARREN K. KOOKEN S/S SID T. MARION S/S LEO J. MC ANDREWS S/S FRANK NMI PALIGA S/S MICHAEL L. PREKOPIE S/S IVAN W. RAMSEY S/S JACK P. SHEPHERD S/S HERMAN NMI WAGENFUHR, JR. S/S HERBERT J. WOMAK Sgt MALCOLM C. ARTHUR, JR. Sgt WOODROW W. BOYD Sgt JOSEPH B. HALL Sgt LEO L. MC CREERY Sgt THOMAS E. ROORK Sgt WILLIE L. SWANK T/S CLYDE A. BICKEL T/S ROBERT K. WHIDDON</p>	<p>Capt. WILLIAM R. CAMERON Capt. ROSE F. HAGER 1st Lt. REGINALD L. CARPENTER 1st Lt. JAMES E. HILL, JR. 1st Lt. BERTHEL SWENNSON 2nd Lt. JAMES R. ATKINS 2nd Lt. WILLIAM S. ARCHAMBAULT 2nd Lt. GEORGE BRONSTEIN 2nd Lt. HOWARD A. CLAREY, JR. 2nd Lt. JAMES S. COMFORT 2nd Lt. CHARLES H. ERICKSON 2nd Lt. JACK D. FOARD 2nd Lt. ALBERT NMI GREYHOSKY 2nd Lt. WILLIAM T. MURPHY 2nd Lt. CARROLL H. PRATT 2nd Lt. CLINTON E. SHULER 2nd Lt. WITHERS V. TOLBERT F/O EDWARD F. TAYLOR M/S MARION W. BAGLEY M/S RANDALL D. DAVIS M/S RALPH R. ILLICK M/S JOSEPH F. MARSH M/S RICHARD C. WARD, JR. T/S GEORGE B. BERKSTRESSER T/S JOHN H. CHRISTENSEN T/S JOHN J. DAYBERRY T/S GEORGE R. HILL T/S GERALD D. MASON T/S ODIS E. NELSON T/S RAY P. REEVES S/S KENNETH L. AUSTIN S/S MICHAEL J. BENNETT S/S EDWARD P. BRYL S/S WILLIAM R. BRADY S/S WILLIE J. BURRESS S/S CHARLIE H. CONFER S/S FRANK C. EWING S/S JOSEPH W. GALLAGHER S/S ROBERT F. HEDGELON S/S ROBERT E. HUNT S/S JOE NMI MANSFIELD S/S WILLIAM D. MIDDLEBROOKS S/S DONALD W. MC KINNEY S/S JAMES M. PORTER S/S JOHN W. REASONS S/S JOHN F. RUSSELL S/S LESTER L. SCHWARZ S/S ISLEY B. WARVICK Sgt MARTIN R. ANDERSON Sgt HARRY H. BITTNER Sgt HORACE H. GRISHAM Sgt BENJAMIN G. MARTIN Sgt RAYMOND L. MC NAMARA Sgt MILOS C. STRICKLAND S/S NEWELL D. THORNOCK S/S HULON NMI WHIDDON</p>
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Sept 1943

HEADQUARTERS 2nd BOMBARDMENT DIV. - 137 -

16 December 1943

Report of North African Operations

TO: Commanding General, 8th Air Force, APO 633

1. Transmitted herewith is final report on the No. African operations conducted by units of this command from 16 Sep to 4 Oct, 1943; and also tactical mission reports on each of the missions flown.
2. Completion of these reports has been considerably delayed as a result of the loss of drafts and most of the records and photographs in an airplane crash on the return trip in which Major Robert Egan, who was responsible for their preparation, was killed. It was therefore necessary to reconstruct, from original sources, most of the material embodied in this report.

For the Commanding General:

George F. Dame

Tactical Mission Report - 21 September 1943

Leghorn, Italy

The Groups assembled at Cape Sidi Ali as briefed. Weather was unfavorable, and, during climb through dense clouds off the southwestern corner of Sardinia, the 93rd and 389th Groups became separated from the 44th Group which was leading. The 44th Group proceeded to the primary target as briefed and bombed it successfully. All aircraft returned to base. Slight, heavy, inaccurate flak was encountered by all Groups at Leghorn, but no aircraft were damaged.

The mission resulted in extensive damage to enemy harbor installations at Leghorn, without loss from enemy action. Four or five direct hits are seen on the south and center buildings of the Radiator Plant situated on the east side of the Industrial Canal. Immediately to the south is a large Chemical and Fertilizer Plant which has received several hits on the main buildings as well as on materials stored outside it. Across the Industrial Canal on the west bank, two unidentified factories have been damaged by direct hits.

To the south of the Chemical and Fertilizer Plant across a slip in the Industrial Canal, the Port Authority Stores Depot is seen to be damaged extensively. Etc.

Abortives: A/C #42-72877 returned 1:20 before target. Waist gunner reported steady streams of oil coming from engines #2 and #4. Oil is believed to be excessive amount blown out of main crankcase breathers, but not a serious leak. This excessive oil leakage through breathers is a common occurrence in desert failures of R-1830-43 engines. Parts of cylinder skirt and piston were found in the engine.

A/C #41-23699 returned 3 hours and 10 minutes after take-off due to loss of supercharger boost on both #1 and #2 engines. Manifold pressure dropped suddenly. Investigation revealed no leaks in induction system, indicating faulty supercharger regulators.

24 Sept 1943 - Pisa M/Y

44th, 93rd and 389th Groups took off from their respective airdromes at 1000 hours, assembled well and as briefed. Except for variations in course required to get the Combat Wing above the cloud layers, the route was flown as prescribed.

Weather over the Primary target was CAVU. Several layers of broken clouds extended over the first half of the route.

Bombing accomplished by Group pattern was excellent. No flak or enemy aircraft was encountered on this mission.

Assembly at the rally point was excellent and all aircraft returned to base.

The first large concentration of bursts was centered in the middle and slightly toward the east end of the M/Y. Warehouses in this area are also well covered by many bursts. It appears that the easternmost bridge has had a direct hit at its west end. Two other bridges and a railroad bridge have had direct hits or very close misses.

ABORTIVES: A/C #42-72857 returned 2 hours and 30 minutes after take-off due to loss of manifold pressure on #4 engine. Investigation revealed a portion of rings and metal shavings in sump. A/C #42-72860 returned 20 minutes after take-off with a leaking fuel tank cap. Investigation showed fuel cap was safetied on, however, rubber seal under cap was deteriorated, allowing fuel leakage. Cap was replaced and A/C took off again but failed to catch formation.

The 44th dispatched 22 A/C with 2 abortive. These 20 planes dropped 45.3 tons of bombs on the target. All ships returned to base safely with no damage.

The bombing was excellent according to Lt. D.A. Gildart, of Greenville, Miss., a member of the "Flying Eight-Balls"

25 Sept 1943 - Lucca Airdrome - Near Pisa

The 44th BG dispatched 18 A/C for this mission, but all were recalled.

1 Oct 1943 - Wiener Neustadt Airframe Works, Austria

The 44th BG dispatched 26 B-24s with 1 abortive. Take-off was at 0700 hours, flying into 10/10th cumulus from the Adriatic to the target where a small hole was found, but not large enough to permit an adequate bomb run. Bombing results were poor due to these weather conditions and to intense, accurate flak over the target. Persistent fighter attacks were encountered from the I.P. until about five minutes past the target causing the loss of eight aircraft. One A/C left the formation on the way out headed for Yugoslavia, cause unknown. One A/C was destroyed in crash-landing at Foggia.

There were between 55 to 75 encounters with Me 109s and 20 to 25 encounters with FW 190s. Of these, 50 were destroyed, 3 probables and 6 damaged.

In view of pressure of time, it was necessary to fly this mission in weather that was very unfavorable. Under these conditions, the results were creditable.

Strike photographs taken during the bombing show that the target areas were well covered by bursts, many being seen in the Fluzengwerke, the Henschel Works and the northern part of the Stoyr

Daimler Works. Considerable other detail of hits also is shown. Flak was slight, aimed, accurate heavy flak at Viterbo & Frosinone, Gray and north of the Volturno River. In the target area, intense accurate, aimed and barrage type heavy flak.

The following is the text of the News Handout, II Combat Wing, covering the activities of the Wing on 1 October 1943:

WIENER NEUSTADT - USAAF B-24 Liberators led by Brig. Gen. James P. Hodge of Tampa, Fl., yesterday flew into Germany for the first time from this theater to attack the important Messerschmitt factory at Wiener Neustadt, 27 miles south of Vienna. The B-24 force was largely from the Eighth AF, operating under control of the Northwest African Air Forces.

The Liberators braved intense anti-aircraft fire and heavy formations of German fighters, but they bombed the factory in spite of bad cloud conditions over the target. They pushed through bad weather all the way after reaching the continent. Accurate observations of some of the bombing was prevented by cloud cover, but part of the big formation definitely saw its explosives falling directly on the cluster of factory buildings.

The fighters made aggressive and persistent attacks for one-half hour after leaving the target, and Liberator gunners shot down at least 20 of them.

The Wiener Neustadt plant ranks in importance with the big factories at Regensburg and Leipzig. It is one of the principal production centers for the Luftwaffe. It produces a substantial percentage of German pursuit planes. It was attacked by USAAF B-24 Liberators on 13 August, but yesterday's raid was the biggest yet. Directly in the target area are two airfields where the factory production funnels for distribution to the Luftwaffe.

Following are comments of some of the crew members on this Wiener Neustadt raid:

2nd Lt. John R. Jordan, 353 McLean St. Wilkes-Barre, PA. said, "There was a sea of flak and clouds of fighters, but they didn't stop us from hitting our target."

1st Lt. Robert J. Lehnhausen, 515 East Armstrong St., Peoria, Ill., said, "The way the enemy put up a defense indicates the target was a prize - but we got it."

1st Lt. David W. Alexander, Hot Springs, VA.: "A rough fight, but we hit our target and got a flock of Jerries to boot."

1st Lt. Allen G.E. Bargmann, 1105 Brown St., Davonport, IA.: "The flak and fighters were the best I've seen, but we got through and hit our objectives."

1st Lt. Robert Fisher 137½ Fontanax St., Downey, CA., "We not only knocked down the fighters but we knocked down the plant that built them."

S/Sgt. R.P. Reeves of 3606 Harrison St., Amarillo, TX.: "Our ship 'Calaban' (67th's) bucked flak and fighters and returned home safely."

Lt. Col. James T. Posey of Henderson, KY., commander of one of the B-24 Groups (44th) said, "It was the worst flak I've seen, and the fighters were eager, but the mission was carried out."

S/Sgt. L.N. Bresnahan of Lafayette, Ind., said, "Our bomb bursts seemed centered in a group of factory buildings, which were covered by smoke and flames. However, the anti-aircraft was so intense that I didn't have a lot of time to keep looking."

S/Sgt. C.N. Miller of Hempstead, MD., said, "We flew almost the

entire route with heavy clouds. Luckily, in the target area, a hole opened up enough for us to bomb. I saw 20 bursts in the factory buildings."

Lt. James L. Tollison of Amarillo, TX. said. "It was a tough mission. Clouds made it exceedingly difficult and there was lots of flak, some of it very accurate. No fighters attacked us, but the Group behind (44th) were attacked with considerable force."

OFFICIAL AIR COMMUNIQUE From Chief Air Censor, NATOUSA

(To be released at 1130 hrs, 2 Oct. 1943, at press HQ NATOUSA)
Oct 2, 1943 - Yesterday heavy bombers of the NAAF, augmented by heavy bombers of the 8th AF, attacked an aircraft factory in Austria and military objectives in southern Germany. During yesterday's operations, eight enemy aircraft were destroyed; 12 of our aircraft are missing.

/s/ Max G. Marple

Total losses: 44th BG - 8 - 7 by flak, 1 accident
93rd BG - 1 - Very few attacks on 93rd
389th BG - 1 or the 389th

Total Damaged 44th BG - 4 Cat. "B" & 13 Cat. "AC"
44th BG Stats only:

E/A Encountered - 20-25 FW 190s, 55-75 Me 109
E/A Destroyed - 43 Me 109s and 7 FW 190s
E/A Probables - 3 Me 109s
E/A Damaged - 6 Me 109s
Crew Members MIA - 69
Seriously Wounded - 2
Slightly Wounded - 6
A/C Dispatched - 26
A/C Abortive - 1
A/C Bombing - 25
Bombs Dropped 50.5 tons

Due to the fact that interrogation of the 44th Group was conducted at many fields on different procedures, it has been impossible to reconstruct all of these encounters. However, as best as possible, these encounters have been summarized above.

It should be noted too, that some enemy aircraft remained out of range, firing rockets accurately into the formation, and a number were observed with 37 mm cannon, one under each wing. Silver discs (indendiaries) were also reported as used against us.

Abortives: A/C #42-40370 returned after 3 hours with #3 engine feathered. It had caught fire three times. Investigation revealed that a large quantity of oil had been used. Cause attributed to worn out condition of engine. This was Whitlock's "Heaven Can Wait", a 506th Squadron's ship.

On 1 October, two months exactly after Ploesti, striking at the Messerschmitt plant at Wiener Neustadt near Vienna, Austria, the 44th suffered another shattering blow. On a previous mission there on August 13, 1943, the defenses were negligible and the 44th, taking off from Benina and landing at Tunis on their return, had not incurred any losses or damage. But this time it was entirely different. Taking off from Tunis in the early hours of the morning, and shortly after noon approaching the target, the 44th BG met with and attack of flak, terrible in its intensity and wave after wave of German fighters. Explosives rent the sky as the result of direct hits in the bomb bays of several craft, and falling planes and drifting parachutes filled the sky. The heavy battle continued into and away from the target, and though the toll and damage by the Group was heavy, the Squadron faired very badly. The crews of Lts. Carpenter, Henderson and Bronstein failed to return.

Anxiously awaiting ground crews greeted but one rocket and flak-riddled craft piloted by Lt. W. E. Hill! Three of the remaining battle-torn heavy bombers, lacking fuel and with hydraulics and flaps unserviceable, were skillfully crash-landed at fighter fields a few miles behind the Allied front in Italy.

Official reports from the 44th BG files state that this mission, in view of the pressure of time, was necessary to fly in weather that was very unfavorable. Under these conditions, the results were creditable. But, flying into 10/10th cumulus from the Adriatic to the target, only a small hole was found, but not large enough to permit an adequate bomb run. Bombing results were poor due to these weather conditions and to the intense, accurate flak over the target. Too, persistent fighter attacks were encountered from the I.P. until about five minutes past the target, causing the loss of eight aircraft. There were between 55 and 75 encounters with Me 109s, and from 20 to 25 encounters with FW 190s. Of these, 50 were destroyed, 3 probable, and six damaged...

Strike photographs taken during the bombing show that the target areas were well covered by bursts, many being seen in the Fluzengwerke, the Henschel Works, and the northern part of the Stoyr Daimler Works.

44th Casualties:

66th Squadron

A/C #41-23811	K	Lt. R.W. Bridges	"Fascinating Witch"	3 KIA
#42-72877		1st Lt. T.B. Hobson	Hit by flak after bombs away	
#42-40764	M	1st Lt. Irby	Emergency landing at Palermo	
#41-23936	J	Lt. Oakley	Damaged - landed at Foggia, Italy	
#41-23769	B	Lt. Comey	Damaged - landed at Salerno	

68th Squadron

A/C #41-23816 X 2nd Lt. C.S. Whitaker Hit by flak after bombing. All seven planes damaged but managed to return to base except Whitaker, who crashed near target. 7 parachutes 5 KIA

506th Squadron

A/C #42-728557 X 1st Lt. S.F. Olson Downed after bombing. 8 POWs.

67th Squadron

A/C #42-41017 I

Carpenter, Reginald L. Officially POW	1st Lt.	Pilot	Ferndale, Michigan
Pratt, Carroll H. Officially POW	2nd Lt.	Co-pilot	Santa Monica, Calif.
Selasky, Charles J. Officially POW	1st Lt.	Navigator	Pittsburg, Penna.
Swenson, Berthel Unreported; KIA	1st Lt.	Bombardier	Unknown
Yeatts, Roy J. Unreported; KIA	T/Sgt.	RW Gunner	Farmville, Virginia
Paliga, Frank Officially POW	S/Sgt.	Engineer	Stockett, Montana
Irwin, John F. Unreported; later KIA	S/Sgt.	Radio Op.	Albion, Nebraska
Brady, William R. Jr. Officially POW	S/Sgt.	LW Gunner	Hammondsport, N.Y.
Bittner, Harry H. Unreported; later KIA	Sgt.	Ball Tur.	Detroit, Michigan
Byrl, Edward D. Officially KIA	S/Sgt.	Tail Tur.	Milwaukee, Wisc.

Co-pilot Pratt states that "The hit by flak it was the fighters that ultimately got us. Could not extinguish the fires....."

A/C #41-23918 O "Bela"

Bronstein, George Determined Dead	2nd Lt.	Pilot	New York City, N.Y.
Archambault, William S. Later listed KIA	2nd Lt.	Bombardier	Denver, Colorado
Erikson, Charles R. Determined Dead	2nd Lt.	Co-pilot	Rockfort, Illinois
Cohen, Jacob Officially POW	2nd Lt.	Navigator	Malden, Massach.
Berkstresser, George B. Determined Dead	T/Sgt.	Engineer	Balmoreha, Texas
Shepherd, Jack P. Officially POW	S/Sgt.	Asst Engin	Benton, Illinois
Click, George Officially KIA	S/Sgt.	Radio Oper	Logan, West Virg.
Prekopie, Michael L. Determined Dead	S/Sgt.	Gunner	Pittsburg, Penna.
Bolster, Harry T. Determined Dead	S/Sgt.	Gunner	Barberton, Ohio
Mansfield, Joe Determined Dead	S/Sgt.	Tail Turret	Tiburon, Calif.

Again, unable to locate any official information regarding the cause of the loss of this plane and crew. Even the MACR does not have any information concerning this aircraft.

67th Squadron

A/C #42-72853

Henderson, Charlie P. Jr.	1st Lt.	Pilot	Dallas, Texas
Later reported KIA			
Greyhosky, Albert	2nd Lt.	Co-pilot	Cokeburg, Penna.
Officially POW			
Newbold, William P.	1st Lt.	Navigator	Langhorne, Penna.
Officially POW			
Zwicker, Henry R.	1st Lt.	Bombardier	Pendleton, Oregon
Officially KIA			
Cooper, Harold E.	T/Sgt.	Engineer	Denver, Colorado
Later reported KIA			
Ramsey, Ivan W.	S/Sgt.	Ball gunner	Wadesville, Ind.
Later reported KIA			
Dayberry, John J.	T/Sgt.	Radio Oper	Shelby, So. Carol.
Officially POW			
Porter, James M.	S/Sgt.	Waist Gun	Formosa, Kansas
Later reported KIA			
Confer, Charlie H.	S/Sgt.	Waist Gun	Peru, Indiana
Later reported KIA			
Warwick, Isley B.	S/Sgt.	Tail Turret	Britton, So. Dak.
Later reported KIA			

After target a tight turn by the formation caused this plane to swing out and was hit by enemy aircraft. Although seriously damaged, Lt. Henderson held control of plane, bringing it out of a spin so crew could bail out. Even then, only three of them became POWs and survived.

In addition to these losses of planes we suffered other misfortunes:

A/C #41-24235 C "Earthquake McGoon", piloted by Lt. W.S. Aldridge stated, "I was lucky enough to make it back as far as Italy on 2½ engines, no hydraulic system, and many holes. We left "Earthquake" on the Salerno beach-head, buried in the mud. That was my crew's roughest mission". (Photo of "Earthquake" on page 132)

A/C #41-23699 "Lemon Drop". Donald W. McKinney, tail gunner on Lt. Edward F. Taylor's crew says that, "We were shot up pretty badly, with the radio and electric systems shot out, as well as #3 engine. We landed at an Aussie fighter base outside of Bari, Italy. We were there for five or six days fixing up the plane - all but the radio - and then went back to Tunis. Most of the Group had gone back to England a day or two earlier. I can't recall the number of the aircraft, but they called her "Lemon Drop" with a lemon painted on the nose. It also had what they called "toothpick" props. No one had heard from us until we returned to Shipdham. Lt. Taylor, our pilot, flew all the way back to England with a 20 mm shell in his parachute!

A/C #42-40764 M "Helen B. Happy". Lt. William Rendall, Navigator on this plane states that "... we came out of the fighter attack over the target with one engine out, one damaged, and a fairly large hole in a wing tip. We were losing altitude coming down the Adriatic but made a pass at Foggia. For some reason - I think we were flared off - we stretched the glide north of Sicily and landed at Palermo. It took eight days to repair the damage sufficiently to permit us to fly the short hop back to Oudna #2, near Tunis, only to find that

the Group - or what was left of it - had gone back to England. The next day, Sunday, October 10th, we loaded up our crew, some radio equipment and some ground personnel and our belongings and took off for Marakech with approximately 13 aboard. We had climbed sufficiently for Lt. Saenger and I to get into the nose compartment. Very shortly after that all four engines cut out at once, and our Bombardier immediately snapped on his chest pack, and opened the nose wheel door. I put my hand on his shoulder and when he looked at me I shook my head "No", but he had ditched once and evidently did not intend to crash. He went out over a slight valley where he probably had his best chance.

I climbed up on the Navigator table and braced myself to the left side because I could see a row of trees coming up. We clipped the tops of the trees and the pilots put her down tail low on the first six feet of plowed land - wheels up, no power. We plowed at least a hundred yard furrow through the field and when we stopped I put my feet down I was standing on bare ground! And my head was in the astro dome in a crouched position. I was trying to loosen the wing nuts of the Astro dome to get out when Lt. Irby kicked it in and I climbed out. I can remember that we put out a grass fire under one wing and we used gun barrels to pry out the waist windows in order to get the people out of the rear. The bottom of the ship was completely worn away and the people in there were badly cut up.

A French Lieutenant raced over in a Jeep and told me that he had seen the chute come out. So I jumped into the jeep and the two of us went back to where Saenger's body was. The chute was still pulling the body. Obviously his back was broken, but I still feel that he almost made it - just a few more feet.

I do not think we had a full air crew that day - four officers and possibly four enlisted men. I think the other people aboard were ground personnel. In my shock-riddled memory it would seem that one or two people died in the back waist, and it seems that we were *later told that others died later.

The next day Irby, the co-pilot and I went back to the crash to find that they were taking the instruments out of the cockpit. We felt that there may have been a piece of flak or foreign material in the master switch to have caused the complete failure."

After the disastrous mission to Weiner-Neustadt on 1 October, orders were received to return to our base in the British Isles. Due to exceptional operational losses sustained on this last raid, the Air Transport Command (ATC) was called upon to transport the tattered remnants of the Group back to their base at Shipdham. In spite of the regularly scheduled flights and the planes damaged and scattered, the last man left the barren, sandy wastes of Tunisia (except Irby's crew) by ATC on 8 October 1943 to return to the lush, green and damp environs of England.

Following on the next three pages is a copy of orders written to return our Air Echelon home to England.....

R E S T R I C T E D
HEADQUARTERS
FORTY-FOURTH BOMBARDMENT GROUP (H)
Office of the Station Commander

- 145 -

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 Marrakech 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 qrs 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. MEMT.

Major WILLIAM H. BRANDON	0404072	Major ROBERT L. DEAN	0431615
Major JOHN D. HAMMER	0428207	Major BRUCE H. PAULY	0434434
Major HYMAN (NMI) SHACHTMAN	0271480	Capt ALFRED C. CARR, JR	0904783
Capt URSEL P. HARVELL	0913150	Capt JAMES F. PATTERSON	0440002
Capt ROBERT E. KOLLINER	0728002	1st Lt CLARENCE M. DOOLEY	01548197
1st Lt HARRY A. DURHAM	0449141	1st Lt ROBERT F. LONG	0856916
1st Lt LEWIS W. WRIGHT	0562389	W/O NELSON T. HOLDEN	W2104151
M/Sgt GEORGE R. GOODRICH, Jr	11038567	M/Sgt HAROLD W. SMITH	6897842
T/Sgt ANTHONY R. STOE	13030028	T/Sgt WILLIAM C. KING Jr	34150205
S/Sgt KENNETH L. ARDREY	15074823	S/Sgt GEORGE W. NUGENT	14078080
Major DEXTER L. HODGE	0389555	1st Lt WILLIAM O. BLADES	0854018
1st Lt PRESTON E. VADEN	0730830	2nd Lt ROGER W. ANDERSON	0742820
2nd Lt NORMAN A. VICKERY	0734746	2nd Lt THOMAS E. DRESDALE	0739744
2nd Lt CAMILLE J. PELLITIER	0743267	F/O DONALD J. HESKITT	T60672
M/Sgt THOMAS D. HARBOUR	13032142	S/Sgt DALE W. MAURY	39172877
S/Sgt THOMAS J. BARNETT	19079972	S/Sgt EDWARD M. RICE	35494189
M/Sgt ROBERT M. PUGH	14031552	M/Sgt DONALD L. CHANDLER	18053239
T/Sgt EDWIN A. ST. VINCENT	13038178	Sgt THOMAS M. CARDWELL	13046225
T/Sgt ALTON (NMI) ELLIS	12029964	S/Sgt JOSEPH A. KIRKPATRICK	13115737
M/Sgt JOSEPH M. MILLER	14039909	Sgt GEORGE D. SHOEMAKER	12034876
M/Sgt HOMER C. KOONS	6848343	Sgt JACK P. EMERSON	34179483
M/Sgt TROY J. EAGAN	14031560	M/Sgt DELBERT V. SMITH	37148438
T/Sgt GEORGE R. LATHROP	14048010	T/Sgt EDWARD G. GOLDSTONE	36170187
S/Sgt FRANK E. DODSON	37099512	Pvt ARTHUR J. ROBOTOR	12006066
Pfc ROBERT S. STROUD	34464205	Sgt JOHN L. DOBYNS	38047086
S/Sgt ORVILLE E. SHAFER	17031501	S/Sgt CLARENCE J. DUCOTE	34235546
T/Sgt PAUL H. GLITZER	32142127	M/Sgt CHARLES S. ALBA	7021772
1st Lt RICHARD J. COMEY	0789539	2nd Lt CHARLES L. ARMSTRONG	0671844
1st Lt LOUIS V. TROUVE	0797427	2nd Lt ROBERT F. DUNN	0670043
T/Sgt ALBERT D. FRANKLIN	14100603	T/Sgt ALBERT (NMI) GREENBERG	33323986
Sgt ARTHUR C. TIMME	12092338	S/Sgt THOMAS A. BYRNES	37282507
S/Sgt RICHARD H. WALKER	37335675	S/Sgt ARTHUR D. SCHRECK Jr	15338908
1st Lt WARREN W. OAKLEY	0740893	1st Lt ELWIN J. MCKENNEY	0735424
2nd Lt FRANK B. SNEFF	0805099	Capt ROBERT L. EDWARDS	0660337
T/Sgt JOHN F. BYERS	37152819	T/Sgt CHESTER S. PISARSKI	32400172
S/Sgt JAMES F. YOUNG	14000162		
Capt JOHN J. FINCH	0439556	Capt WALTER I. BUNKER	0791385
2nd Lt JAMES R. AKINS	0677193	2nd Lt HOWARD A. CLAREY Jr	0676748
2nd Lt JACK D. FOARD	0678629	2nd Lt JAMES S. COMFORT	0671287

M/Sgt JOSEPH F. MARSH	13030133	Sgt THOMAS C. ROORK	32186276
Sgt RAYMOND L. MCNAMARA	11046207	T/Sgt ODIS E. NELSON	18085241
M/Sgt EDWARD P. HANLEY	6981417	M/Sgt RANDELL D. DAVIS	14038155
S/Sgt WILLIE J. BURRESS	18079160	M/Sgt RICHARD C. WARD Jr	14038135
1st Sgt ROBERT W. RYAN	32012988	T/Sgt ELDON H. BRUMBACK	13042466
Cpl LAWRENCE H. MASSEY	15066912	Cpl BRUCE H. BROWN	14071704
Sgt HARRY J. BESARICK	11031964	Sgt Sidney C. Calloway	6963970
M/Sgt MICHAEL A. CURTIN	18076732	S/Sgt LOUIS (NMI) MASTRONARDI	3219717
T/Sgt JOHN H. CHRISTENSON	14084056	Pvt ROBERT W. DAVIS	6995330
T/Sgt GEORGE R. HILL	16067339	Sgt MALCOLM C. ARTHUR	11031947
M/Sgt GEORGE N. BACCASH	16013811	M/Sgt EMERY M. SHIMMEL	13030047
Sgt MARTIN R. ANDERSON	39837655	T/Sgt CLYDE A. BICKEL	39022431
Sgt LEO L. MCCREERY	37139406	S/Sgt NEWELL D. THORNOCK	19116023
S/Sgt HERMAN WAGENFUHR, Jr	18031358	S/Sgt ROBERT F. HEDGELON	13100540
Sgt WILLIE L. SWANK	18060942	S/Sgt HULON (NMI) WHIDDON	34344818
Sgt BENJAMIN G. MARTIN	18063342	S/Sgt FRANK C. EWING	36429876
M/Sgt ROLAND J. DILL	6149355	S/Sgt DONALD M. CHAMBERLAIN	6254104
Sgt MILOS C. STRICKLAND	34103953	Sgt WOODROW W. BOYD	18057610
Sgt JOSEPH B. HALL	34261726	Sgt HORACE H. GRISHAM	37100515
2nd Lt WILLIAM S. ALDRIDGE	0671842	2nd Lt CHARLES E. ARNOLD	0677216
2nd Lt MAYO L. COINER	0678688	2nd Lt SIDNEY M. BURROUGHS	0661588
T/Sgt ROBERT K. BOWMAN	37162910	S/Sgt KENNETH L. AUSTIN	32471328
S/Sgt HAROLD A. HUBBARD	16020150	S/Sgt JOHN W. REASONS	34194483
S/Sgt JAMES R. GREENE	20407232	S/Sgt LEO J. MCANDREWS	12153536
1st Lt RICHARD D. BUTLER	0728572	2nd Lt JACK R. TINNEY	0382727
2nd Lt BYRON H. LATIMER	0674210	2nd Lt ROBERT J. NICHOLSON	0733086
T/Sgt LOY L. NEEPER	38046799	S/Sgt DONALD M. CHAMBERLAIN	6254104
T/Sgt GERALD D. MASON	17034081	S/Sgt WARREN K. KOOKEN	19078958
S/Sgt CLEMENT C.L. BOULANGER	39380612	S/Sgt WILLIAM D. MIDDLEBROOKS	1407914
1st Lt BEN H. GILDART, JR.	0666270	2nd Lt FRANK (NMI) DAVIDO	0740077
2nd Lt JOHN R. WALSH	0798405	T/Sgt HERMAN L. SAPP	34202255
Sgt FREDERICK C. FISGUS	15089520	T/Sgt JOHN R. ANDERBERG	16091512
Sgt JOHN M. LYMAN	11066620	Sgt NORMAN B. LINVILLE	15335394
S/Sgt RICHARD M. BURKE	31170058	Cpl IVO F. DI PIERO	16036207
Sgt MILTON (NMI) FELDMAN	12057764	Sgt CARL E. BENDER	20326588
S/Sgt ROBERT I. VOGEL	35310805	1st Lt ROBERT F. STAHLER	0661569
2nd Lt CHARLES E. CARY	0742411	2nd Lt HAROLD W. BELLARD	0675984
2nd Lt JOHN J. BUCKHOLTS	0669980	T/Sgt ARCHIE D. CLEMONS	15015217
Sgt ROY C. HAGNES	39610474	T/Sgt ARTHUR C. MULLEN	33221414
S/Sgt WILSON P. BESSE	38194491	S/Sgt EDWARD K. DUNN	12126659
S/Sgt EARL M. SEMONS	35400784	2nd Lt GEORGE W. TEMPLE	0797423
Sgt JAMES D. MICKY	35305177	T/Sgt AUGUST L. BLASCHKE	18101868
S/Sgt EDWARD M. WHITMAN	35306039	S/Sgt JOHN F. JOHNSON	13035494
1st Lt JOSEPH D. KESSLER	0733662	F/O WILLIAM B. ALTEMUS	T146
2nd Lt VANGELO S. SAFOS	0795302	2nd Lt HAROLD (NMI) VAN DER	
T/Sgt LANNING C. BAKER	35350340	LINDE	0741288
S/Sgt JOHN A. NOSAL	17029388	T/Sgt VICTOR A. LOPEZ	18135755
S/Sgt WALTER E. O'LAUGHLIN	16018752	S/Sgt ROBERT D. STOROVICH	37332475
S/Sgt GORDON E. ACKLEY	17035928	S/Sgt JAMES H. KOONTZ	13013618
S/Sgt HARRY J. MOYER	15098967	Cpl. CLIFFORD A. HEISS	36233347
Capt JAMES E. MEINER, JR.	0854363	Capt HENRY W. SCOTT	0663318
1st Lt IRA C. MCKEE	0443383	1st Lt WILLARD L. MICHAELS	0730566
2nd Lt WAYNE H. MIDDLETON	0736584	2nd Lt WILLIAM H. NOVAK	0795291
2nd Lt RICHARD L. FISHER	0733549	1st Lt LYLE S. DAVENPORT	0791397
1st Lt CHARLES M. SHAW	0661667	F/O RAYMOND J. LACOMBE	T190604
1st Lt JAMES H. CLEMENTS	0670506	2nd Lt CHARLES R. CONNER	0735362
2nd Lt JOHN J. ACKERMAN	0798720	2nd Lt WILLIAM M. MAYNOR	0666783

R E S T R I C T E D

R E S T R I C T E D

2nd Lt ARNOLD L. GRAY	0678637	2nd Lt ROBERT F. GUTKNECHT	0738637
S/Sgt GEORGE E. HARTNEY	15101530	S/Sgt CHARLES R. LOFTUS, JR	12037024
T/Sgt HENRY A. KLINGLE	19003798	T/Sgt ROBERT E. GROW	31091981
S/Sgt ANSON G. DANIELS	12144183	T/Sgt ALEXANDER J. FAVERO	17024897
Sgt CHARLES E. ELLEDGE	38128304	Sgt EARL E. JENSEN	39180131
Sgt JOE D. BROWN	38151556	M/Sgt AUGUST T. GOODMAN	19064334
Sgt JACOB (NMI) YERKE	39388261	T/Sgt STANLEY H. GILBERTSON	39386138
Sgt HARRY (NMI) STEELE	39180084	S/Sgt LYLE A. MORTON	16043305
S/Sgt FRANK L. ADAMS	14069549	T/Sgt ARTHUR W. MORRIS	35341996
Cpl HARRY T. FETHEROLF	13085624	S/Sgt BRADFORD F. BARBER	17107943
M/Sgt JOHN E. PENNER	17040390	Sgt ELMER N. BAN BIBBER	19102390
T/Sgt NORVELL F. JACKSON	38158742	Sgt CHARLES M. HIGBEE	37180779
Sgt CHARLES C. NORRIS	35348802	Sgt LOIS C. IHRIG	19076930
Sgt TONY (NMI) YATES	13088790	S/Sgt WALTER J. SCANLON	32462495
T/Sgt JAMES L. CORRIGAN	31140327	S/Sgt GLENN C. STOFFEL	17108124
S/Sgt MICHAEL J. LISS	35312812	S/Sgt JOSEPH M. COONELLY	13112426
S/Sgt JOEL (NMI) PARKER JR.	12034648	S/Sgt JOHN J. CLEAVER	39392199
T/Sgt JAMES H. BALES	34283420	S/Sgt RALPH E. STRAIT	13074162
T/Sgt CHESTER W. YURICK	31140518	S/Sgt GEORGE M. DEWALD	13124616
S/Sgt JAMES L. WILSON	14124998	1st Lt RICHARD A. LARSON	0734109
F/O CARL S. SATTERLUND	T228	2nd Lt ALLEN H. GREEN	0795238
2nd Lt HAROLD W. SCHWAB	0733360	T/Sgt CHARLTON H. HOLTZ	37175458
S/Sgt HOSEA E. DENLEY	14130300	T/Sgt EDGAR L. SHAW, JR.	34276382
S/Sgt ROBERT A. ORR	13112272	S/Sgt CHARLES H. DUGAN	18137320
S/Sgt GERALD E. PORTER	33239867	Capt MYRON F. SESIT	0348352
Capt GEORGE R. JANSEN	0727998	T/Sgt HARVEY G. HOLMES	37139906

By order of Lt. Colonel POSEY:

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

OFFICIAL: (Signed)

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

R E S T R I C T E D

3. Diversionary sweep, but no enemy contacts.

4. Once again it was a diversion off Helgoland today. Diversionary flights are usually considered "milk runs" but the one flown today was anything but. The purpose of this flight was to attempt to draw the enemy fighters from the main effort that was directed at Frankfurt, Germany. Near Helgoland from 30 to 50 single engine enemy aircraft attacked the forty B-24s in the 44th's and 392nd BG's. The attacks were suicidal in nature and Lt. Johnston's A/C #42-40989 and crew were lost when rammed by one of Goering's "Yellow Noses", with both planes exploding.

*The 67th lost 2nd Lts. John A. Must and Donald G. Campbell, bombardier and navigator on Lt. Stamos' ship when the plane suddenly went into a spin and they bailed out. However, Lt. Stamos was able to bring the aircraft under control and it was flown back to base. Others in the Group were wounded.

5. Men from all squadrons returned from Africa.

6. Col. Hodge and Captain Kahl left Africa for England via A.T.C.

9. With our men and planes enroute or preparing to leave Africa for return to England only limited crews were sufficiently trained and ready for combat. So, on this date the Group sent only eight planes (2 each from each squadron) on a mission to attack the Primary at Danzig - the submarine slips being the focal point. However, the secondary target, the ship yards of Gdynia was hit instead. A personnel failure was the reason the secondary target was hit instead of the Primary. The lead bombardier in a 66th A/C piloted by 2nd Lt. Marcoullier, misjudged the target in its identification and in the resulting confusion, toggled the bombs which were dropped on by the rest of the group. 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 enemy aircraft were encountered over Sjaelland, near the Danish coast with several aircraft sustaining battle damages from both the enemy attacks. Four enemy aircraft were destroyed as well as several probables were scored. We had no losses. All four of the enemy aircraft claimed destroyed were claimed by the 68th.

10. We flew another diversion today hoping to divert attacks on the B-17s that were attacking Munster. The 44th put up 19 A/C, all loaded with bombs in preparation for any shipping that might be sighted in the North Sea east of 05⁰. We succeeded in diverting several enemy aircraft that made several weak passes at the formation, but no damage was done or claims made.

11. An alert for Emden was later scrubbed due to poor weather.

12. An alert was again called for Emden, but it, too, was scrubbed.

13. Again an alert for Emden and this time we got our ships airborne, but they had to be recalled due to the severe weather conditions. Seemingly the adverse winter weather always springs up quite suddenly after preliminary more favorable conditions.

14. An early morning alert for Schweinfurt was scrubbed before take-off.

17. An alert was called for a Diversion carrying bombs for shipping east of 04⁰ East, but once again it was necessary to scrub it.

* - Lt. J.A. Must reported KIA, but D.G. Campbell not on original Roll Of Honor. Both men listed on Wall Of Missing.

18. It was a repeat of yesterday, but this time we got our planes in formation and out over the North Sea, enticing a few half-hearted attacks, but all the aircraft returned safely.

19. An alert for Bourges Airdrome as Primary but was scrubbed.

20. Again it was a diversionary sweep out over the North Sea with hopes of finding enemy shipping.

22. An alert for Krefeld/Verdingen was called but also scrubbed.

24. A mission for Duren, Germany was postponed, again because of bad weather.

29. We tried once again to attack the target at Gelsenkirchen but it had to be scrubbed.

The following is a roster of Combat lead pilots in the 67th Squadron as of 5 October 1943: and AS OF 10 OCTOBER 1943

1st Lt. Richard B. Butler	1st Lt. Richard B. Butler
1st Lt. James E. Hill, Jr.	1st Lt. James E. Hill, Jr.
1st Lt. Robert G. Stamos	1st Lt. Robert G. Stamos
2nd Lt. William S. Aldridge	1st Lt. Rockford G. Griffith
2nd Lt. Joseph L. Houle	1st Lt. Richard F. O'Neill
2nd Lt. Robert E. McCormick	2nd Lt. William S. Aldridge
2nd Lt. Richard F. O'Neill	1st Lt. Dellas A. Brown
2nd Lt. Dellas A. Brown	1st Lt. Joseph L. Houle
2nd Lt. Rockford G. Griffith	2nd Lt. Ralph E. Van Ess
2nd Lt. Howard A. Clarey, Jr.	1st Lt. Robert E. McCormick
	1st Lt. LeRoy M. Hansen
	F/O Edward F. Taylor
	2nd Lt. Keith NMI Cookus
	2nd Lt. Earl T. Johnson
	2nd Lt. Lawrence W. Parks
	2nd Lt. Harold H. Pinder
	2nd Lt. James A. Perry, Jr.
	2nd Lt. Sidney W. Paul
	1st Lt. Gerald C. Grell
(Replacement) -	1st Lt. Edward R. Mitchell

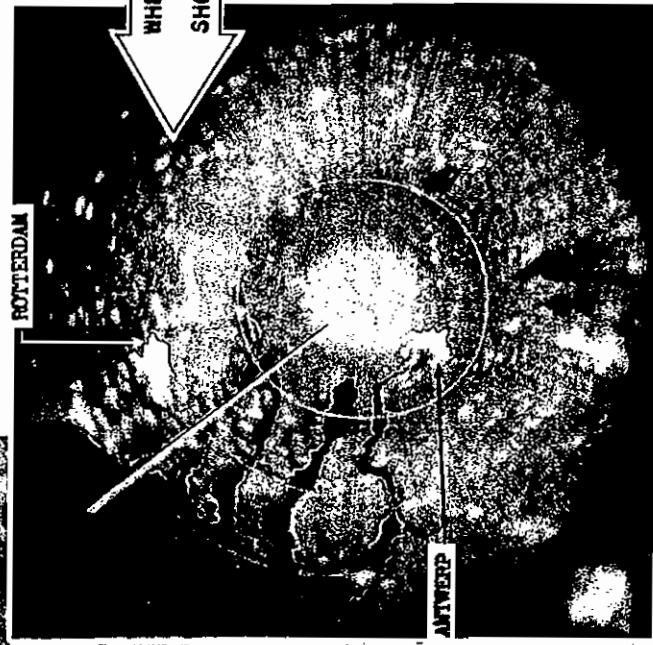
WHEN *Clowd* PRE-VEIL

--"MICKEY" TAKES YOU THERE

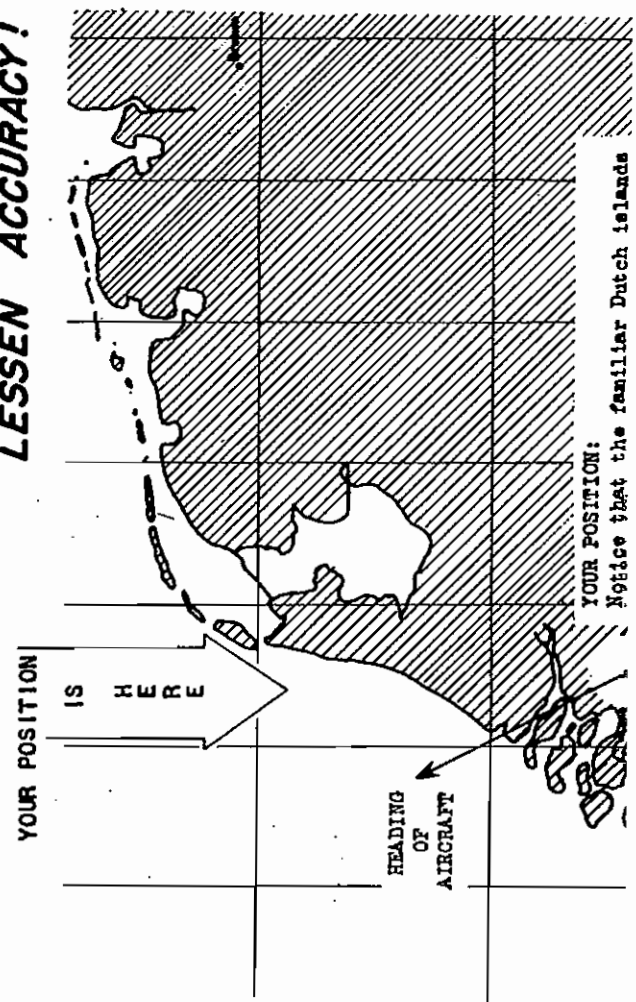
H2X NOW IS SHARPER THAN PILOTAGE!

Bad weather ahead need not slow up our race to Victory. H2X has kept pace with the needs of our heavy bombers -- today it is more accurate than visual pilotage! Estimation by eye is good within a mile to 1/2 mile -- but today's Mickey Navigator can chart a course within a few hundred feet, and the Mickey Bombarrier can synchronize a non visual bomb run to blanket a hidden objective. Combat Crews can invest confidence in the current equip-

ment and its operators. The cooperation of all crews is requested to exploit the full capabilities of H2X in assisting toward Victory for this winter. Excellent formations and bomb releases are needed as on visual runs -- and Navigators must "snap" frequent, clear photos of their scopes, particularly on the bomb run. H2X target maps differ notably from ordinary maps -- and they are improved incessantly as the result of these scope photos. Every scope photo taken is not only a record of your mission, but a guide for better future missions. Be sure to obtain these photos, and help to make H2X the total answer to All-Weather accuracy!



**DISTANCE FROM HOME
BASE DOES NOT
LESSEN ACCURACY!**



And now our wandering combat and ground personnel are back from Africa. Upon arrival at the U.K. base, the extent of future operations was outlined to all combat crews in this group by Col. Leon W. Johnson, commanding the newly formed 14th Combat Bomb Wing. The number of B-24 Groups was to be increased and a larger number of crews and planes assigned to each squadron in order to meet with the new requirements of the VIII Air Force, which was destined to become the largest organization of its kind in the Armed Forces of the United States. An innovation in the technique of bombing with the aid of radio was to be introduced by our Forces to permit our bombardiers to hit their objectives through 10/10th undercast. This new technique had been used by the Royal Air Force with remarkable results and numerous targets were demolished as a consequence. At long last, the enemy was to be pounded day and night by huge raids of both the 8th Air Force and the Royal Air Force. Immediately the now well trained and battle tried ground forces coupled with the handful of remaining original combat crewmen were faced with the formidable task of quickly training the seemingly endless flow of new combat crews and checking and modifying the newly assigned aircraft. It was at this time that the fire power of our Libs was increased by the addition of ball turret in the belly of the ship. For the first time in the history of the VIII Air Force, long-range fighter escort was to be provided by large numbers of Thunderbolts and Lightnings to protect the bombers to and from their objectives and to intercept the German fighters as they dove in to attack. With this tremendous strength and increased fire power the 8th Air Force set out to drive the Luftwaffe out of the skies. Aircraft plants in Germany and occupied countries became priority targets and were repeatedly blasted for months on end. This newly acquired air superiority was destined to play a huge part in the all important Continental Invasion.

The fresh, eager crews of the 67th confidently sallied forth into the sub-zero, cloud-filled skies over the Continent to seek the Hun and blast his lair. In the early dawn of 3 November, eight heavily laden 67th aircraft lifted themselves from the rain drenched runway of Shipdham and roared away to form on the Pathfinder craft who were to lead them over their cloud covered target located at Wilhelmshaven, Germany. Upon the outcome of this mission would hinge the success of future operations of this nature. As the overcast target was approached, all bombardiers apparently unaware of the intensity of the bursting flak, tensely awaited the signal from the PFF ships. As the smoke flares were dropped from the Pathfinders tons of explosives rained down death and destruction. Having completed their first PFF mission, all the crews returned safely to their base to anxiously await the yet unknown results. Photo reconnaissance disclosed the fact that severe damage had been inflicted upon the target.

PFF equipment having proven itself successful, no target in Europe was now safe from the long, deadly, indomitable reach of the VIII Air Force. Weather, which had in the past been such a hinderance to our mighty Air Force and which had limited operations to a minimum, was no longer a shield to the suffering German industry. The tempo of our attacks was steadily increased until the number of missions now flown was treble that of a year ago. Time and time again the 67th rose in the skies to strike at the heart of the Reich, leaving in its wake a trail of destruction. Munster, Bremen, and Solingen were among the cities which staggered under the timely and deadly bombardment of

the 67th. These attacks had not been carried out without loss to the Squadron. On 13 November 67th's A/C J, piloted by Lt. Hansen, failed to return after having blasted its target at Bremen. It was later learned that Lt. Hansen had made an outstanding crash-landing near Lemmer, Holland without any injury to his crew. This crew and the remarkable landing has been immortalized in a Dutch book, "De Dag Van De Liberator" written by Jan J. van der Veer, published in 1980, but not yet printed in English. Once again the ever-present terrific barrages of flak had claimed a victim.

67th's A/C #42-7650 J Unnamed Entire crew were made POWs.

Hansen, LeRoy M.	1st Lt.	Pilot	Los Angeles, Calif.
Hanson, John D.	2nd Lt.	Co-pilot	Warroad, Minnesota
Pecka, Wilbur J.	2nd Lt.	Navigator	Cicero, Illinois
Topping, William H.	2nd Lt.	Bombardier	Clifton Forge, VA.
Schatte, Wilbur C.	T/Sgt.	Radio Oper	St. Louis, Missouri
Spearman, Charles C.	T/Sgt.	Engineer	Cedartown, Georgia
Henderson, Dan S.	S/Sgt.	Ball Turret	Savannah, Georgia
Norton, James W.	S/Sgt.	Waist Gun	Kittunning, Penna.
Suzdak, Joseph J.	S/Sgt.	Waist Gun	Massons, New York
Baker, Boyd B.	S/Sgt.	Tail Turret	Ozona, Texas

In the early dawn of 18 November eight aircraft winged their way over the dreaded, cold waters of the North Sea, topped off with maximum gas loads, swinging the ships to the North away from Germany, roared in uncontested to attack the unscathed airdrome at Oslo-Kjeller, Norway. Leaving behind them billowing smoke and flames, the craft swung out once again over the North Sea and with rapidly diminishing fuel supplies were gently nursed over the long, gruelling course back to the British Isles.

Suddenly, from out of the sun, screamed a horde of enemy twin-engine fighters bent on retaliation. The cold, weary gunners struggled to their positions and immediately the steady monotonous drone of the engines was rent with the staccato bursts of gunfire. Wave after wave of fighters pressed home the attack and both bombers and fighters began to fall as the projectiles found their mark. Firing from his gun position in the waist of Lt. Griffith's ship, Sgt. Forrest S. Clark's coolness and accuracy was rewarded as he watched the Nazi ship in his sights disintegrate as the lethal bullets tore into the craft. As suddenly as it began, the attack broke off and the decimated enemy forces turned tail and streaked for their bases in Norway. The remaining bombers staggered on, torn and bleeding, toward Shipdham. Lt. Houle's aircraft, suffering from severe battle damage, tottered gallantly to within fifty miles of the ever-welcome coast of England and with safety in sight, fuel indicators reading zero, slowly settled into the choppy, frigid North Sea. The craft was seen to break in two and four tiny figures slipped into the icy waters.

Lt. Griffith, in his own battle scarred ship, circled over the scene of disaster while his radio operator called for Air-Sea Rescue. With his own fuel rapidly diminishing, he dipped his wing in salute to his fallen comrades and turned towards the base. Upon reaching the scene, Air-Sea Rescue craft were unable to find a trace of the stricken crew, the craft or any rafts.

The ground crews at Shipdham, as usual, eagerly awaited the return of

their ships. One by one the battered crafts limped home and wearily settled on to the runway. Meanwhile, the Flight Control Officer was issuing orders to Lt. R.C. Griffith, whose crippled ship was circling the drome while the crew endeavored to lower the damaged right landing gear. Aboard, the engineer lay wounded upon the flight deck, an injury to his head. (Sgt. William Kuban). From the control tower came orders to have the crew bail out and for the craft to be abandoned over the sea; but thinking only of the wounded man behind him, Lt. Griffith decided to attempt a crash-landing. From his disabled bomber appeared seven billows of white silk. Circling in the landing pattern, the courageous pilot and co-pilot skillfully approached the runway from the west with only the left landing gear in locked position, lacking flaps and right rudder controls, touched the concrete landing strip. Through sheer strength and skillfully using #3 & #4 engines, the giant craft balanced on the one main wheel for approximately four hundred yards. Slowly, the ponderous right wing settled to the concrete while the propellers on #3 and #4 engines fought vainly to hold position. As the two engines dug on the concrete, shooting twin arcs of sparks behind, the aircraft left the runway and onto the grass and nearly ground-looped. The left gear could not support this broadside slide and collapsed, causing the left wing to strike the ground as well. And, during this bouncing and strain the faulty right gear finally came loose, dropped down and locked. With a final shudder the now crushed aircraft came to a halt as fire trucks dashed to the rescue. Miraculously, no fire developed but foam was used on the engines just as a preventative by the crew chief Bagley and his assistant, Chayka.

Crash trucks and ambulances rushed to the stricken Liberator where she skidded to a stop a scant fifty yards in front of the control tower. The top hatch was thrown open and the three men still aboard hastily worked themselves clear, and were quickly assisted by doctors and aids. For this remarkable feat of bravery and skill, Lt. Griffith was awarded the Silver Star, while the ground personnel happily regarded the sad remains of the ship as an immediate supply of badly needed repair parts.

From this long and hazardous mission the 44th lost five planes and crews - two 68th crews and three 67th:

A/C #42-63971 W Captain W.B. Weant - All interned in Sweden (68)

A/C #41-29139 E 1st Lt. E.R. Mitchell Down at sea - all dead (68)

67th Squadron planes and crews:

A/C #42-7603 L B-24H Apparently all men drowned at sea, KIA

Dobson, Edward M.	2nd Lt.	Pilot	Belmore, L.I., N.Y.
Charleson, Norman	2nd Lt.	Co-pilot	Modesto, California
Latimer, Byron H.	2nd Lt.	Navigator	Texarkana, Texas
Burroughs, Sidney M.	2nd Lt.	Bombardier	Topeka, Kansas
Gallagher, Joseph W.	Sgt.	Engineer	Winthrop, Mass.
Faust, David F.	Sgt.	Radio Oper	Bronx, New York
Voorhies, Henry H.	Sgt.	Ball Turret	Moreauville, Ala.
Helphrey, Aaron L.	Sgt.	RW Gunner	Oklahoma City, Ok.
Gilbert, Joseph D.	S/Sgt.	LW Gunner	Lafayette, Alabama
Feichter, Herschel H.	Sgt.	Tail Gunner	Ft. Wayne, Indiana

NOTE: All 30 men on the three 67th Sq. aircraft are listed on the Wall Of Missing at Cambridge, England. (American Cemetery)

A/C #42-7545 D B-24H Shot down at sea - no survivors

Johnson, Earl T.	2nd Lt.	Pilot	Montgomery, Ala.
Jarrett, Daniel D.	2nd Lt.	Co-pilot	Roundup, Montana
Fann, Irwin	2nd Lt.	Navigator	Gary, Indiana
Siegal, Louis	2nd Lt.	Bombardier	New York City, N.Y.
Sullivan, Wilfred C.	T/Sgt.	Radio Oper	Cincinnati, Ohio
Holland, Earl M.	T/Sgt.	Engineer	Hendrum, Minnesota
Glasscock, Kenneth J.	S/Sgt.	Ball Turret	Stuart, Iowa
Russell, Lloyd E.	S/Sgt.	LW Gunner	Galena, Kansas
Reasons, John W.	S/Sgt.	RW Gunner	Mauzy City, Tenn.
Snider, Edwin R.	S/Sgt.	Tail Turret	Winston Salem, N.C.

A/C #41-29164 I B-24 Down at sea - no survivors

Houle, Joseph L.	1st Lt.	Pilot	Muskegan, Michigan
Johnson, Aaron F. Jr.	F/O	Co-pilot	Hazard, Kentucky
Murphy, William T.	2nd Lt.	Navigator	Highland Falls, N.Y.
Stigora, Joseph H.	2nd Lt.	Bombardier	Nanticoke, Penna.
Dillahunty, Jack C.	T/Sgt.	Radio Oper	Tulsa, Oklahoma
Goodfellow, George E.	T/Sgt.	Engineer	New Bedford, Mass.
Peterson, Ray O.	S/Sgt.	Ball Turret	Chicago, Illinois
Grushkevich, Aron	S/Sgt.	RW Gunner	Bronx, New York
Poole, Elmer H.	S/Sgt.	LW Gunner	Detroit, Michigan
Goode, Armel M.	S/Sgt.	Tail Turret	No. Littlerock, Ark.

Not one man from our three crews were ever reported officially.

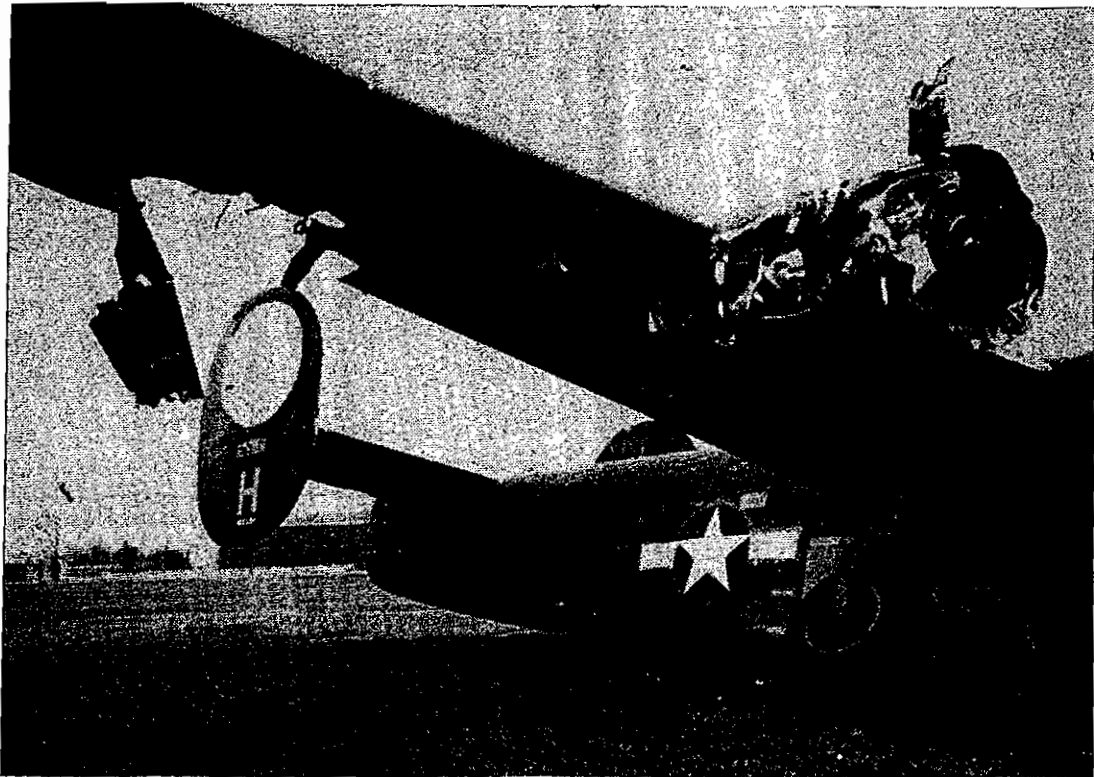
The 68th Squadron makes the following statements on this attack on Oslo, Norway. "With almost uncanny accuracy, the 44th Group bombed Kjeller Airdrome, a supply, repair and maintenance depot, located near Oslo on the 18th. Over 98% of the bombs landed within 2000 of the briefed MPI, 30% being within 1000 feet! Great difficulty was experienced in assembling in the pre-dawn take-off and in the adverse weather. Finally, the formations were effected and the flight to Norway was begun."

For the second time this month Bremen was the point that the 44th bombed. This time the industrial area was the target with a good pattern of hits being made, but accurate photo interpretation was difficult due to the effective smoke screen and the intermittent clouds in the area. One aircraft was lost on this mission due to a collision caused by prop wash - A/C #41-24234 N (Mr. 5 X 5), a 66th Sq. plane had the propellers of #501 cut its tail off. Lt. A. Trolese and crew lost. 6 parachuted, but no survivors. Fighter attacks by the enemy were experienced on two occasions, with the Group claims of 4 - 0 - 0. Several cases of flak injuries were reported, one killed - a 68th man died of suffocation when his oxygen mask froze - and there were many cases of frostbite due to the intense cold.

The 3 enemy fighters that were added to the swelling score of the squadron were credited to the deadly accuracy of S/Sgt. Holloway and Sgt. Hagmann, credited with two Me 109's, and Hagmann with one, respectively.

On November 30th the "flak alley" area of Solingen was to be the target with its important manufacturing of aircraft parts and special steels. This target is located in the heart of the Ruhr Valley. The assembling was difficult due to the heavy and high clouds. Our Group, alone, formed and crossed the Dutch Coast where slight, heavy inaccurate flak was encountered. Failing to find any B-17

formations on which to bomb by, the "through-clouds" technique led B-17s being absent, forced the Group to turn back and make land-fall. The weather was very cold, resulting in many men being minor frost-bite victims. The Group put up 28 planes but no credited sorties.



A/C #41-29161 H Lt. R. C. Griffith's. 18 November 1943

Lt. Griffith, pilot and Lt. L. W. Grone, co-pilot landed this ship at Shipdham along with the wounded gunner, Sgt. William T. Kuban. Those crew members bailing out over the field were: Lts. Weatherwax and M.L. Gaff; S/Sgts. J.W. Gibboney, L. J. McAndrews, Abe Sofferman; and Sgts. F. S. Clark and E. J. Parrish. Sgt. Kuban was the Ball Turret Operator. Abe Sofferman was killed later in the war after being shot down and trying to evade the German SS.

3. The ship yards at Wilhelmshaven, Germany was the objective of the first mission of this month. 30 aircraft took off from our base with eight of them being 67th's, to participate in the first mission to utilize the new H2X radar by PFF (Pathfinder) aircraft. Only 22 of our group's planes dropped bombs through clouds on smoke markers from planes ahead, with unobserved results. With excellent fighter support, the formation met with very weak attacks by the German fighters. There was also moderate inaccurate flak at the target, and no aircraft was lost - but one hit. This was the plane piloted by Lt. Richard O'Neill, the first mission for the crew, and Lt. George Carvour states that we came in at 25,000 feet with the plane feeling like we were mushing along through the air. At the point of bomb release (George was the Bombardier) an anti-aircraft shell came up through the ammunition box, took the oxygen system, the pitot-static arm, and exploded, taking the Astro Dome, part of the hydraulic system and the electrical system.

The plane lost altitude at this time as the bomb bay doors would not close and one 500 lb bomb was hung up in the right rear bomb bay. Lt. Carvour, as armament officer, was "elected" to go back on that slick, oil covered narrow catwalk with a screw driver to see if he could release this balky bomb - and finally did so. Then the crippled ship made its way back to base alone. No planes were lost.

4. There was an alert called for Hamm, Germany this morning but later was scrubbed.

5. The second mission of the month was against the railroad junction at Munster, Germany. This junction supplies the nerve center for the flowing of traffic through the Ruhr Valley, both by canal and rail. 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. The flak in 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 formation. Of the 33 planes dispatched 26 hit the target, and all returned safely although some sustained battle damage. Aircraft #42-7535, Peep Sight, was hit rather severely but Lt. Parker of the 66th Squadron landed her successfully.

For the next few days several missions first were set up and then scrubbed before take-off.

13. The Group put up 33 aircraft in today's mission but 13 of them were forced to abort for various reasons - among them being the bad weather and intense cold that existed at the higher altitudes. The target assigned was the second largest port in Germany, Bremen, which has extensive port facilities and its large manufacturing and storage facilities, plus its importance as a rail transport center. It was a fine plum for the 44th to hit. The mission, however, proved to be an undecided affair, with the bombs being dropped on Pathfinder flares of 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 50 enemy aircraft

made their attacks on this formation from all directions (we were flying 12 a/c section formation for the first time). The results were that the 44th lost two planes - one each from the 66th and the 67th Squadrons. Our claims were 3 - 2 - 1. 2nd Lt. Alslie in A/C #42-40973 Z "Battleaxe" was last seen over the North Sea on the return. The 67th plane, #42-7650 J, piloted by 1st Lt. L. M. Hansen, skillfully brought his badly damaged Lib back to the shores of Holland, but was forced to make a crash-landing when his engines would take him no farther. None of the crew were injured in an outstanding belly landing.

At Shipdham on the return Lt. Anderson of the 68th Sq. 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 a blown out tire, three of the crew were wounded by the enemy encounters, and in spite of the rough landing, no others were injured. In addition to the two aircraft and their 20 MIA-men, we had 18 slightly wounded and three seriously wounded. The 68th plane number was #42-7551 Y, returned to service on the 18th!

16. The 44th put up 36 aircraft on a mission briefed for Oslo, Norway today, but all but two of them returned before crossing the English coast. The ~~two~~ 44th planes (one each of the 66 & 68th) ⁴⁷ along with three other groups attacked the secondary and targets of opportunity at Rjukan, Norway. The target selected was a hydro-nitrate plant and the results of the mission were termed "very good". No enemy encounters were experienced and sporadic inaccurate flak on the Norwegian coast was met. Lt. Jewell was lead pilot.

The reason only two aircraft of the 44th participated is that a recall was ordered and these two ships failed to respond to that order. Lt. Jewell organized a formation of five and led it,

18. The mission that was attempted on the 16th was re-scheduled on the 18th. The Group put up 34 aircraft, with 24 of them attacking the Primary. The target was a Motor Works at the Kjeller Airfield near Oslo, Norway which was hit with almost uncanny accuracy by our Group. Over 98% of the bombs (500 lb GPs) landed within 2000 feet of the MPI, 30% being within 1000 feet with many of our planes making two or more bomb runs to assure accuracy on all targets. The 506th's Lt. Bob Johnson made a solo bombing run on the airdrome and dispersal of the fishing fleet from 5000 feet.

Our Group had great difficulty in assembling in the pre-dawn take-off and in the adverse weather, with 10 planes that were airborne unable to make assembly. Finally, the formation was effected and the long flight to Norway begun. On the way back our formation was attacked by enemy fighters coming out of the sun, causing considerable damage to our planes. Our score against these fighters was 4 - 3 - 1, while five of our planes did not return. Though damage caused by the enemy attacks were serious, it is believed that several of the planes lost were due to running out of fuel, while one landed in Sweden - (A/C #42-63971 W "Helen Hywater" piloted by Capt. W.B. Weant). The 67th Squadron lost three aircraft - 1st Lt. Houle, 2nd Lt. E.M. Dobson and 2nd Lt. E.T. Johnson - all in the North Sea. Lt. Houle's aircraft was observed in the water with one or two men in the water and dinghies were dropped to them, but no word was ever received from any of them. The 67th had 8 planes participate, including Lt. R.C. Griffith's, which could not get

both main gear down; the right one refusing to lower, and then could not retract the left one. Seven men bailed out over the base and then Lt. Griffith, his co-pilot and one wounded gunner made a most spectacular and successful one-wheel landing.

The fifth plane lost, also a 68th ship, was piloted by 1st Lt. Edward R. Mitchell, who had been in the 67th Squadron, flown the Floesti mission and interned in Turkey; later returning to duty and transferred to the 68th. The A/C number was (?) ---231 (very clear on the microfilm). None of the crew survived.

22 to 25. During this period we had two alerts and briefings - one to Berlin and one to Bremen - but both were scrubbed prior to take-off.

26. For the second time this month Bremen was the target for our Group with 26 planes being dispatched and 20 of them hitting Bremen and 6 attacking Leer, Germany. The industrial area in Bremen was the target and a good pattern was made, but accurate photo interpretation was difficult due to the effective smoke screen and the intermittent clouds. One 66th Squadron aircraft, #41-24234 N, piloted by Lt. A. Trolese, was caught in prop wash of planes on ahead and collided with another B-24. "Mr 5 x 5" went out of control, lost most of the tail section, and went down. A/C #42-7501, whose propellers nearly cut Mr. 5 X 5 in half, continued on the mission and returned to base safely.

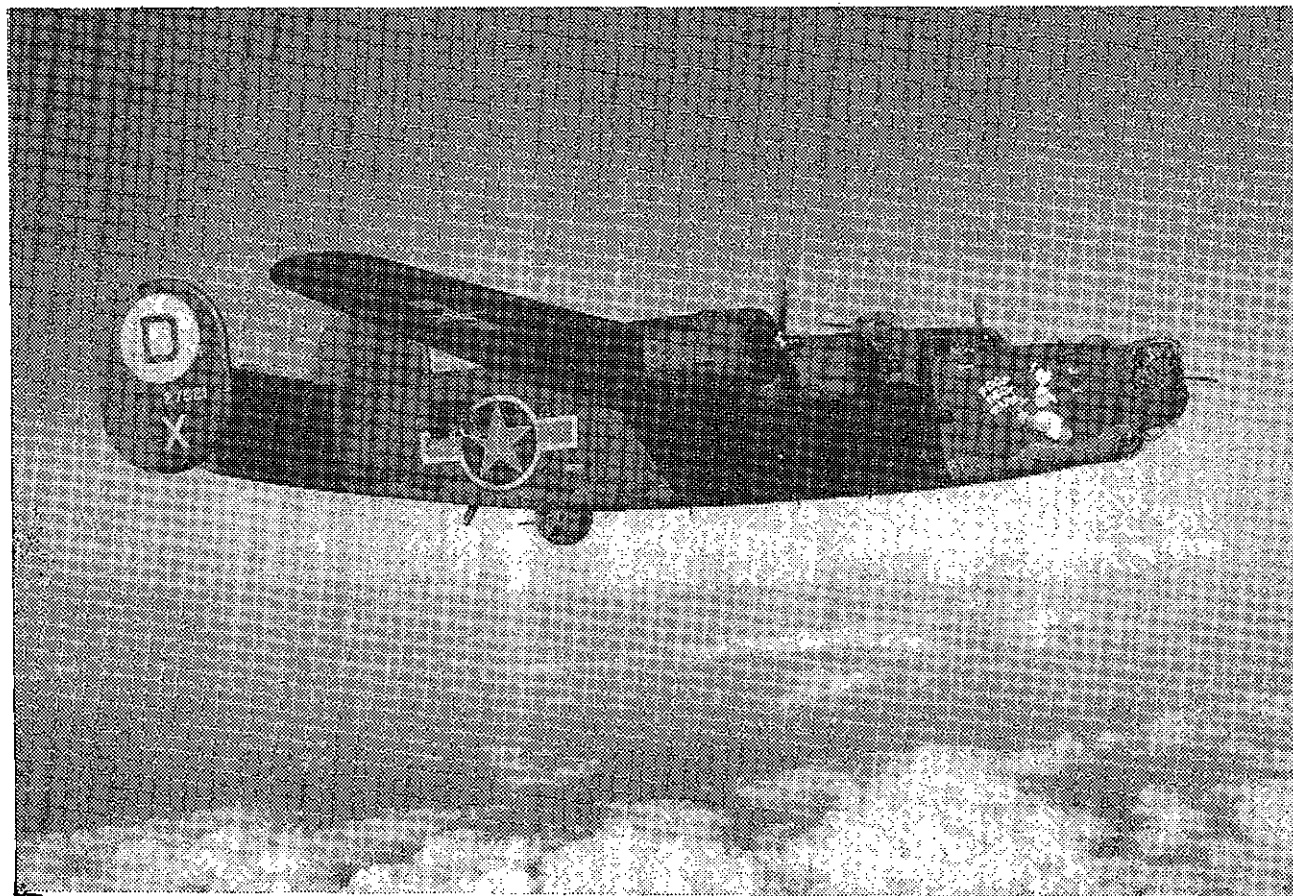
Fighter attacks were experienced on two occasions, with the Group claiming 4 - 0 - 0, with three of them coming at the hands of two 67th gunners, Sgts. Holloway and Hagmann. Heavy accurate barrage-type flak at the target, moderate to intense at times, and accurate flak at Heligoland; sporadic but accurate flak from the target to the coast were encountered by our Group with 11 aircraft being damaged. Several cases of flak injuries were reported and many cases of frost-bite as well. S/Sgt. E.M. Semons was KIA by suffocation when his oxygen mask froze, so cold was it on this mission.

67th's Lt. R.F. O'Neill, piloting "Poop Deck Pappy", and whose gunners shot down three of the four enemy aircraft, was forced to make a crash-landing back at the base. (42-7521 B). She came to rest at last with her right main gear collapsed but repairable. (P. 159)

30. Another "Flak Alley"-was the area scheduled for today's mission. This time Solingen was the target with its important manufacturing of aircraft parts and special steel. This target is located in the heart of the Ruhr Valley. Thirty aircraft from the group were scheduled, 28 managed to take off, but assembling 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 on which to bomb by PFF, the Group was forced to turn back with their bombs. The weather again was severely cold, resulting in ten men being victims of frost-bite.

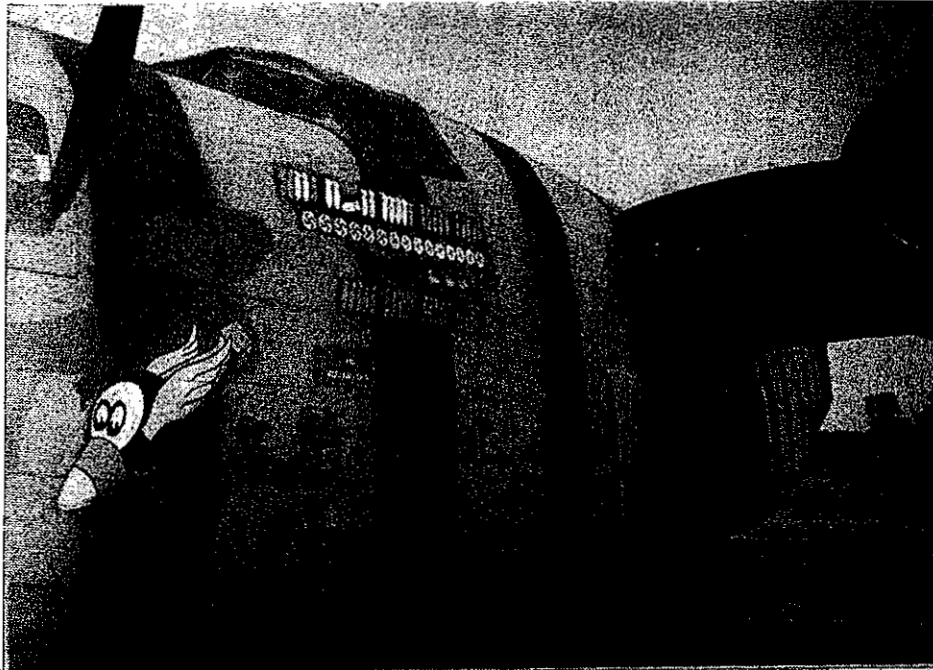
In summary, the Group had seven operational accredited missions, while eight other missions were planned, all of which were of the major type against important German targets. These eight were scrubbed in every case because of bad weather. To say the least, this month was a month of great importance because of the type of targets that were being hit - all of vital importance to the enemy war machine. In nearly every case great damage was inflicted upon

the enemy, both in enemy aircraft destroyed and in the damaged targets. The feeling of proud achievement is with all of the men as this month rolled past.



A/C #42-7521 B-24H "POOP DECK PAPPY" Originally Lt. O'Neill's. Top photo taken on 26 Nov '43 and crash-landing. Bottom photo after repairs and "temporary" loan to 392nd BG that became permanent.

"LEMON DROP"
 B-24-D #41-23699 P
 FAMOUS ORIGINAL SHIP OF THE 68th



Veteran of the "early" missions and Floesti

26 November 1943 - Target: Bremen, Germany. "The B-24 we flew on that day was called "Lemon Drop". The name could not have been more appropriate. No demand-type oxygen system, just the constant supply type, the type with the bladder that filled up with saliva and froze at altitude. Well, we were each presented with at least three of these each. I can still see the Bombardier with that load over his shoulders. And froze, they did! And that old plane had those lousy "tooth-pick" props.

We had not been over enemy territory very long until we encountered short periods of flak and fighters. However, on nearing the target, the flak became heavier and the fighters more numerous. Well, about all the gunners could do was to point their guns in the direction of the fighters and hope the tracers would keep them at a distance.

During this period of the war it was rumored Hitler had a secret weapon which he was sure to use against us. Well, we did see some strange articles hurtling in space which looked like ash cans which might have been empty gas tanks dropped from the German fighters; and we did snicker at some stupid fireworks which looked like pin wheels trailing smoke behind them. Shortly after turning for home our Bombardier and Navigator announced that a German fighter had dropped a cable on us. It wrapped around the grid work of the "green house" and broke some of the glass which then cut both men up front. We could see the cable flapping but fortunately not close to the windshield or the propellers.

Just then some sort of projectile struck our ship, wounding one of the waist gunners and I saw some sort of object flaming from

both ends on the cat walk in the bomb bay. The pilot surmised that it was a 20 mm slug, probably of the tracer variety. It sooned burned itself out.

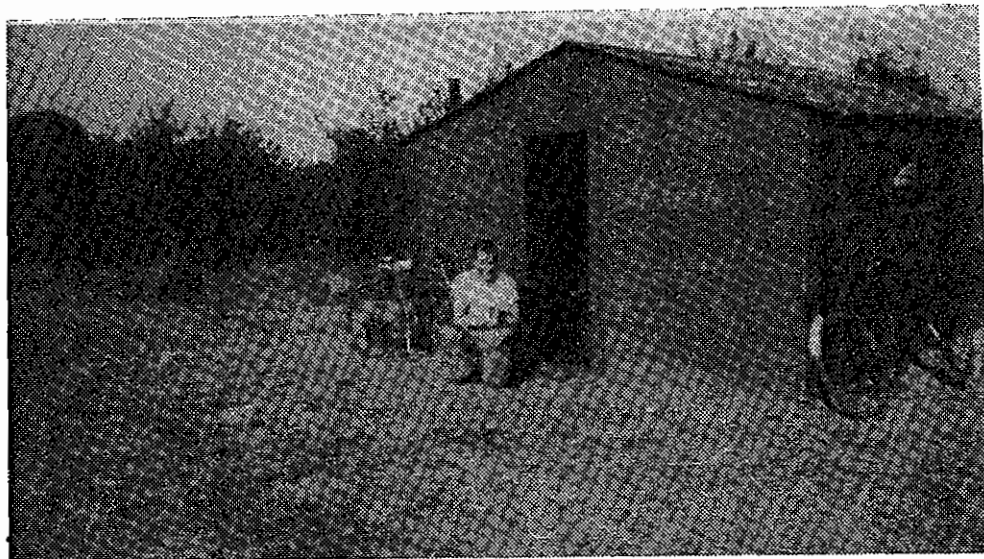
The pilot suggested that I go down to the Bombardier's compartment to see if I could be of some help there, so with a walk-around bottle I struggled through that narrow opening. But the two of them motioned for me to go back as there did not seem to be any immediate danger and both were doing fine.

Besides having no front turret, this old clunker has no ball turret, and worst of all it has a caliber .30 machine gun mounted beneath the flight deck near the A.P.U. - "putt-putt". I was told that, in addition to my duties of a radio operator and photographer I was to operate this flexible gun. But I had no intention to take up this position as I returned from the nose. No way! After we dropped our bombs I was to leave the bomb bay doors slightly open to try to photograph the bomb strikes, but I left without being told. When I announced to the pilot that I had left the position I was told that I should have left there long before.

Just as we were preparing to land the pilot instructed me to start up the "putt-putt". When I tried the top of the cylinder came off. Later we saw that we did have a fairly good hit just beneath the bomb bay and were damaged. Glad I had the initiative to leave that area when I did."

And so "Lemon Drop" survived yet another mission - and many more to come. She finally was converted to a "formation" ship, gaudily decorated with those stripes so that our 44th planes could readily identify her and form up quickly and efficiently.

The above comments were made by Sgt. George Lemley, radio operator on Lt. Paul Ugarte's crew.



Crew Chief Les Baur and his Line Shack. These shacks were made from salvaged material and provided shelter and warmth near our planes - complete with "oil" heaters, and some even with beds.

During the two years that I served as mother hen and rail bird out on the flight line anxiously awaiting the return of my aircraft from its mission, I, along with all the others, felt the emotions of concerned parents when their young daughter is late from her date. Sweating it out became an art, but it never became enjoyable and always was hard on the nerves.

When those big birds finally soared in over the field there often were some planes straggling along, damaged and with wounded aboard. Most if not all of these planes were flown by men of exceptional skill - and there were too many opportunities to prove it. These occasions came all too frequently, many taking place directly in front of us, culminating when those pilots must bring their crew back to earth safely.

It is difficult to judge just which of these occasions were the best examples, but it seems that those surviving the test of time - those that still remain so vivid in my memory were close to the best. Surely Rockford C. Griffith's one-wheel landing was most outstanding and it was the first. Luckily it was recorded on film by Ursel P. Harvell's staff and still can be seen by all. Even today viewing this film brings chills to me and to most viewers. But the drama leading up to that landing will not be experienced by current viewers.

The date was November 18, 1943, late in the afternoon due to a long mission to Oslo-Kjeller Aerodrome, Norway. On the return flight our Group was attacked by fighters unexpectedly out of the sun and inflicting heavy damage to some, others being shot down. Lt. Griffith's belly gunner, Sgt. William T. Kuban was badly wounded in both arms and head, plus severe damage to the planes as well. Worst of all, when attempting to lower the main gear for landing, only the nose and left gear came down. No amount of struggling brought down the right one, and the left could not be retracted either. With Sgt. Kuban too badly wounded to parachute the plane could not be sent out to sea after all of the crew jumped. Lt. Griffith elected to have seven of his men parachute over the field while he and his co-pilot Lt. Grone attempted a most difficult landing, hoping to save the life of his wounded crewman.

Working quickly as his ship was dangerously low on fuel, he made his landing approach from the west on the main runway (#09) setting that left main wheel down in the center of the concrete strip at above normal speed. As the plane continued along balanced on that main wheel and small nose wheel, the right wing slowly lowered. Lt. Griffith then gave full power to the #3 and #4 engines hoping to have that power off-set the drag on that right side when the engines and wing hit the pavement. We could all see the imminent danger of the wing catching and throwing the plane into a tumbling mass of flaming wreckage. We all knew the gamble those pilots were taking and our hearts were pounding.

That right wing continued to lower as the propellers contacted the cement, bending the blades backward, throwing up twin trails of sparks. Finally both propellers broke off from the engine, tearing holes in the wing as they tumbled back. But the right wing tip did not catch. Instead, old H went into a slide off to the right as the fuselage also joined the scraping, off the run-

way and onto the grass. I must assume the pilots were now braking the left wheel as hard as possible to counteract the tremendous pull of the earth on the sliding right side. Nevertheless, there simply was no way to control the direction of this skidding mass of aluminum and the plane soon was sliding nearly broadside, right into that obstinate left gear until it finally collapsed. Now the entire weight of the plane was on the fuselage and not quite so precariously grinding along.

Lo and behold! Down came that mal-functioning right gear, apparently shaken down by the bumpy pounding the ship was taking with that crab-like slide on the rough ground. After what seemed an hour the flight came to a halt with the nose of the ship pointing in almost the opposite direction - back towards her landing approach.

Then a tremendous, spontaneous roar of relief and happiness arose from all of us, cheering the seemingly impossible success of an enormously difficult feat. We were weak from tension and frozen for a few seconds; then help came flying from all directions while the three occupants struggled up through the top hatch. Blessedly, there was no fire; possibly because there was no fuel left.

Second to this event was the attempt to land a badly shot-up B-24 with the ball turret down; it was damaged and could not be retracted and rumors had it that it contained a wounded crew man, worsening the situation. I cannot verify positively just when this occurred but I believe it happened on January 29, 1944. The pilot was Lt. Duffy from the 506th Squadron whose plane was attacked by fighters on the way to Frankfurt/Main. Badly hit, Lt. Duffy continued to the target and bombed even though there was no hydraulics, no brakes, flat right tire, tail turret knocked out, ball turret down and damaged, and a gunner wounded twice.

On the ground the word spread like wildfire that the wounded gunner was in the ball turret and they couldn't get him out due to the damage. So soon there was a large crowd gathered to witness another seemingly impossible task of bringing in this beat-up aircraft without killing his gunner in that ball turret. We all knew that when the turret is lowered on the dispersal it almost hits the pavement, so how could anyone land a plane successfully with one down? We would soon find out.

This time the approach was from the east on the most often used runway #27, red-red flares arcing out to warn of serious problems and first priority landing. All of us were praying for some very badly needed luck. Soon the plane was over the fence and almost in front of us when Lt. Duffy gently placed all three wheels onto the runway simultaneously. Best of all he did it so gently and so perfectly that there was no bounce, and all three wheels stayed in contact with the runway as it raced past us.

Lt. Duffy immediately cut all engines and ever so slowly the plane lost speed, the lift gone from the wing, and still the turret did not drag the pavement - that turret remained a scant inch or two above that racing, deadly runway. Unbelievably, the plane rolled to a stop without ever once allowing that lowered turret and possibly its precious cargo to drag on the runway. Later we learned that S/Sgt. Chopp, gunner, had been wounded and

his turret damaged at the same time. Nevertheless, he repaired his turret so that he could again utilize it to help defend his ship, and once more was wounded while firing his guns. The 506th Squadron was justly proud of the accomplishments of this fine crew.



1st Lt. O'Neill & Crew Photo dated 18 Oct '43
Front - L to R: Volland, Kushner, Bogess, Hagmann
Top - L to R: Holden, Carvour, O'Neill, Worth, Charochak
On 11 Dec. '43 O'Neill's ship "Calaban" was hit by bombs during evasive action on bomb run, killing O'Neill and several of his crew shown in this photo. See page 167.

During the month the rate of missions was further increased with the Squadron participating in ten missions, six of which were flown and bombs dropped by means of the now thoroughly tried and proven PFF system. The gunners of the 67th continued to add Swastikas to the bulging sides of their Liberators. Lt. Nicholson and Sgt. Petras each destroyed a FW 190 on the raid to Emden, Germany on 1 December, and S/Sgt. Greene felled a FW 190 while over St. Jean D'Angely in France on December 31.

For the majority of the men of the Squadron the Christmas of 1943 was the second spent at Shipdham. Many who had a year ago sweated and toiled, prayed and rejoiced at our sides have since then given their lives for the cause of Democracy in which they so firmly believed. Others were prisoners of war in the hands of the enemy. So on this day the Squadron was given respite from the agonizing strain and brutality of aerial warfare.

Many of the men having been befriended by the gentle English neighbors of the surrounding communities, enjoyed the hospitality and homey comforts which were extended to them on this day. All offered silent prayers for fallen comrades and for loved ones at home.



1. We started the month off with another attempt to bomb Solingen, Germany after being unsuccessful yesterday. The main objective was the aero-casting works. The Group dispatched 18 planes, five from the 67th, four 66th, to bomb the target by PFF technique because of the bad weather. Results were unobserved. Considering the location of the target, surprisingly little flak was encountered and the enemy fighter attacks were very weak, due to the best fighter protection to this date. Yet, with so little enemy action, the 67th Sq. lost one plane and crew! The official records list the cause as unknown, but survivors have given me the reason. S/Sgt. Miles McCue, right waist gunner, states that: "As we neared the coast of Belgium Lt. Taylor and the Engineer (Wojcik) began exchanging small talk about the gasoline supply. 'Did you switch tanks?' - 'No, I didn't.' Etc. Eventually I realized that we were just about out of fuel. The Navigator (Jack Foard) was brought into the conversation and I remember the words 'Twenty minutes'. Whether this referred to the fuel supply or the nearest landing field I can't recall. About this time we had started out over the North Sea. Then, Lt. Taylor announced that we should prepare to bail out. He then turned the plane around and when we were again over land, he announced, 'Bail out! Hit the silk.'"

2nd Lt. William J. Dolgin, a new bombardier on this plane, along with the Co-pilot Lt. James C. Akins managed to hide and avoid capture for months until the Gestapo caught them on 25 March 1944.

67th A/C #42-7544 C B-24-H

Taylor, Edward D.	1st Lt.	Pilot	Perry, Oklahoma
Later presumed dead			
Akin, James C.	2nd Lt.	Co-pilot	Haskell, Texas
Later caught to become POW			
Dolgin, William J.	2nd Lt.	Bombardier	Los Angeles, Calif.
Later caught to become POW			
Knoll, Robert S.	T/Sgt.	Radio Oper.	Warnersville, Penna.
Officially reported POW			
Wojcik, Edward S.	S/Sgt.	Engineer	Portland, Oregon
Officially reported POW			
Dzwonkowski, Henry J.	S/Sgt.	Belly Tur.	Cleveland, Ohio
Avoided capture, ret'd to duty 7 June 44			
McCue Miles J.	S/Sgt.	RW Gunner	Pittsburgh, Penna.
Officially reported POW			
Bayer, Arthur T.	S/Sgt.	LW Gunner	St. Louis, Missouri
Officially reported POW			
Morris, William F.	S/Sgt.	Tail Tur.	Chadwick, New York
Officially reported POW			
Foard, Jack D.	2nd Lt.	Navigator	Summerville, Missouri
Officially reported POW			

5. There was an early morning briefing, then the 44th dispatched 26 aircraft to attack the Cognac-Chateaubernard Airfield in France. This mission had to be abandoned due to the very dense and high cloud condition that prevailed. No fighters were encountered, but intense accurate heavy flak was experienced over the French Coast on the return.

11. Today the Group dispatched 26 aircraft (6 each from the 66, 68; 7 each from the 67th and 506). The bombing run was to have been visual but the target was well covered by a dense smoke screen. Coupled

with this fact, the run was made into the sun, making for poor bombing results. Flak over the target area was moderate and accurate, while flak at other points was negligible. Fierce enemy aircraft attacks were experienced in spite of the very fine fighter support we had. Forty to seventy fighters made the attacks with the Group making claims of 14 - 3 - 1. Lt. Ugarte's aircraft was struck by a new cable used by the Germans, injuring 2nd Lts Loeffler and Holm in the nose of his ship.

This target is vital to traffic - a center for boat and rail, so it was defended well. The 67th, unfortunately lost another aircraft, this one over the target, and down by our own falling bombs. The pilot, 1st Lt. R. F. O'Neill was seen to swing over behind A/C 878 slightly to the right and about 5:30 o'clock high. They dropped their bombs on the swing as they were taking evasive actions at an altitude of 21,000 feet, 1225 hours. Just then the bombs from a plane above struck the right wing, breaking it off at #4 engine as well as knocking the tail assembly completely off. The ship went into a spin, caught fire, but no parachutes were seen. Lt. George Carvour saw the plane crash on land near the Emden estuary. All other planes returned to base, but six of them suffered battle damage. Weather was very cold - Sgt. Charochak suffered frost bite.

67th A/C #41-23232 M "Calaban"

O'Neill, Richard F.	1st Lt.	Pilot	Philadelphia, Penna.
		Later reported as POW, but now determined	Dead
Worth, Woodrow N	2nd Lt.	CO-pilot	Winter Haven, Flor.
		Officially reported as POW, but now DEAD	
Grimes, George G.	2nd Lt.	Navigator	Albia, Iowa
		Later determined Dead	
Shaw, Charles M.	Capt.	Bombardier	Liberty, Miss.
		Officially reported as POW, but later DEAD	
Kennon, Daniel	T/Sgt.	Engineer	Douglas, Arizona
		Officially reported KIA	
Allen, Norbert G.	S/Sgt.	Radio-Gun	Des Moines, Iowa
		Unreported, but not on the Roll Of Honor	
McAdams, Robert C.	S/Sgt.	Gunner	Ensley, Alabama
		Officially reported POW	
Hagmann, Paul A.	Sgt.	Gunner	Mt. Shasta, Calif.
		Officially reported KIA	
Lester, Julian V.	Sgt.	Gunner	Minneapolis, Minn.
		Unreported, now on Roll Of Honor	
Bogges, Boyd (NMI) Jr.	S/Sgt.	Gunner	Richlands, Virginia
		Unreported, now on Roll Of Honor	

12. An early morning alert for Gotha was later scrubbed.

13. This morning the 44th dispatched 24 aircraft for a return to Kiel, Germany, to attack their ship-building and submarine building center. Nearly six month earlier our Group attacked this port with heavy losses so the worst was naturally to be expected on this raid. Fortunately, the exact opposite occurred - both the flak and enemy aircraft were very mild and even meager when compared to any recent mission that we have flown. The results of the attack were unobserved due to cloud conditions. Fighter protection was perfect and there was no losses. For the first time the 445th BG, a new Group, flew with the 2nd Division.

16. Today we returned to Germany, this time to hit Bremen with 22 aircraft (6 were 67th). For the first time three Combat Wings made up the Second Division, and the 446 BG flew its first mission. As with the prior December missions, the winter weather definitely was present. Intense, accurate barrage-type flak was encountered over the target, and meager flak at other points, was met by our Formation. To this date, this mission was probably the biggest effort made by the USAAF - and a successful one. Although we did not lose any planes over the Continent we did have two planes make crash-landings. The 66th's A/C #42-7536 landed safely at Rackheath piloted by Lt. Insley. The 68th's A/C #41-23788 D piloted by Lt. Park H. Jones was severely damaged by flak which knocked out its #4 engine and parts of the bomb bay, enroute from the target. Four men bailed out of the crippled craft and became POWs, while the six men remaining in the plane did not survive the crash landing at Skeffling, near Hull. The plane name was Avenger and it is not recorded if Rusty, the dog that flew Floesti, was aboard. Very little enemy aircraft activity was experienced on this mission, with all other planes returning safely and six of them with flak damage.

20. It was back to Bremen again today with the 44th dispatching 28 aircraft (? were 67th), but several of them aborting due to extremely bad weather and mechanical problems. The effective force was 19 A/C. The mission was a visual bombing run and the results were good. Again, the enemy threw up plenty of flak and eight aircraft of the Group sustained category "A" battle damage. Estimates of from 50 to 75 enemy aircraft made attacks on our formation, taking advantage of the contrails for their attacks. Several claims were made by the Group for destroyed aircraft. The 506th lost #42-7630 P piloted by 1st Lt. W.M. Maynor which was first hit by flak and then several FW 190s.

Our Lt. James R. Perry flying "Star Spangled Hell" on their very first mission were forced to crash-land on their return.. T/Sgt. D.V. Chase, radio operator states that "I felt helpless as 'bandits' swept through out formation. While the other sergeants were manning gun positions I had only a Very pistol for firing signal flares. While under attack I stood behind the armor plate located on the back of the co-pilot's seat. Hunkering as low as possible and still be able to observe E/A anywhere from 9 through 3 o'clock, I watched the red wink-wink-wink of German 20 mm cannon fire and heard our responding .50s."

22. This time it was 22 aircraft of the 44th taking off to attack Munster's important railway and waterway center - as well as an important garrison town. The bombing run was accomplished on PFF so the results were unobserved. Flak was moderate but quite accurate barrage-type that caused the loss of two 66th's ships. Lt. Kent F. Miller in #42-7638 an "H" model, managed to keep his craft aloft until over the edge of the Zuyder Zee, where he ditched. Only 2nd Lt. Charles E. Taylor was able to survive the terribly cold water.

1st Lt. Warren W. Oakley in #42-7533 (66th) motioned for other ships to keep going towards England while his ship slowly lost altitude, but in apparent good condition except for the bomb bay doors still open. Later a tail gunner reported seeing the aircraft begin to spiral down into the clouds. Only two men managed to bail out and become POWs, officially but Sgt. John F. Byers also survived.

24. The 44th dispatched two flights of 12 aircraft each to hit two Rocket Gun emplacements along the French coast (1) Compagnon-Ne-
7 Les-Resden and (2) Raye-Sur-Authie. There was no flak or enemy aircraft encountered that made these missions "milk runs". The results were not good on one and very good on the other.

25. CHRISTMAS! A stand down was ordered and it was a pleasant day. After the two strikes yesterday against the secret constructional works in the Pas de Calais area speculation ran riot in the English papers. The name Rocket Coast was coined, and even the unclad heroine of the Daily Mirror was overlooked! The station chapel was crowded all morning, and somehow home and "back in the States" became the topic of the day.

30. The objective of this mission was the vast Chemical Works of I.G. Farben-industrie that is located at Ludwigshaven, Germany. The Group dispatched 24 aircraft that assembled without much difficulty, six of them being 67th's. The formation did not meet much enemy opposition either ground or air, and the bombs were dropped on PFF flares by B-17 Pathfinders. The use of "Window" - aluminum foil in strips (Chaff) that was dropped to counteract the radar in its predictor-controlled anti-aircraft fire, was enthusiastically endorsed. However, in the target area after bombs away, 25 enemy aircraft made attacks on our formation, with the 66th's losing one of their aircraft, #42-7548 "Bull O' The Woods" piloted by 1st Lt. D.J. Hessket. The engineer, T/Sgt. Elmer D. Risch, tells this story: "Our load was fire bombs and both bomb bays were loaded full with the 80 or 90 pound type. Just before crossing the channel I pulled all the arming pins myself so the bombs were ready to go off on contact. We were hit by enemy fighters at 3 o'clock, a little higher than level. I was in the top turret facing the rear. As they came in they gave us the works, one behind the other. We were flying high and on the outside in the formation. Bullets were ricocheting because I was hit in the left heel from the rear (or front of the plane). The pilot gave orders to 'Prepare to bail out' on the interphone so I left the top turret and the interphone system. I opened the bomb bay doors and stood on the catwalk. When the radio operator started to come to me and I saw Lt. Hessket (co-pilot not seen), the pilot, leave his seat, I went over-board. I never saw anyone from the rear or waist positions, nor saw anyone from the crew until I got back to England.

When in France I was told that two planes had crashed in the neighborhood. The name of the plane was 'Bull o. the Woods' with a large bull painted on the left front side snorting smoke.*

1st Lt. William A. Rendall, Navigator, adds: "We were scheduled to do some Gee-Box training but were called for briefing on short notice. When we were about 14 minutes across the coast in Abbeville country, Lt. Heskett moved from the "box" to fill in an open spot on Coffin Corner due to an abortive at the coast. He swung a little wide - and it was the signal for an attack from 3 o'clock by three FW 190s. (S/Sgt. Aulus L.) Blitz was killed instantly on the first pass and (S/Sgt. George R.) Miller took a fragment through his left elbow. Controls were damaged on right side and we started losing altitude in a slow turn. Heskett rang the bail-out bell, and I was not able to get any answer on interphone so I started through the tunnel to go up on deck. But found

* - Photo on page 181.

that the bail-out dinghy in the passage way (under the flight deck) had snapped onto the pocket of my leather flying trousers. I finally got the other snap of the dinghy free from an angle and went out the nose wheel door,--with that darned dinghy attached. It was a difficult free fall with that dinghy slapping around and I had to open up higher than comfortable. When the chute opened, the pocket with escape kit left with the dinghy.

(S/Sgt. Stanley G.)Langcasky got Miller out of the ship and Miller had one of the most amazing escape-stories I have ever heard. We all landed within 2 miles of the crash site near Chavigny, north of Soisson. 1st Lt. Donald J. Heskett set a speed record for his return to the base.(Returned to duty 11 February 1944!!) In the first Resistance Group that I made contact with I made the mistake of showing off my college French to the Chief, who was also a Chief of Police, and he found me useful in moving English and American Airmen".

"A French family helped me across the river at Soisson on New Year's Eve and I started walking southeast by night for 10 days. But after I made contact with an Organized Group of the French Resistance, I was active in an evacuation program for Airmen and refugees until the Gestapo infiltrated on 19 June, 1944. Then it was to Chalons-sur-Marne and Fresnes Prison in Paris; evacuation to Germany and finally as Military POW at Stalag Luft III (Sagan).



C.O. Maj. Howard C. Moore
and Friend



C.O. Maj. W. R. Cameron
and his "Buzzin' Bear"

31. The last mission of the year for the 44th was to St. Jean D'Angely A/D, France with 20 aircraft, six of them 67th's including Capt. Cameron. Capt. Lehnhusen of the 66th Squadron was the Lead Pilot of the first element of a most successful mission. The bombs were dropped on a visual operation with these results: 81% of the bombs fell within 1000 feet of the ordered MPI, while 99% fell within 2000 feet. This is hitting the "bullseye"! Moderate enemy air opposition and slight flak was encountered, with the Group claiming three destroyed. No losses or casualties were suffered, and only 2 aircraft received battle damage. Lt. George Carvour reported that on this mission the bombing altitude was considerably lower than most missions and for the first time, he was able to see personnel on the ground running in all directions. Also, on the bombing approach Lt. Carvour said he could see a black sedan travelling at high speed around the perimeter track of the airfield. As he watched the auto sped into a hanger just as a direct hit was made on this hanger. And the hanger rose in the air and split in two much like one would split an orange.

The messages from General Hodges and General Johnson expressed the success of this mission: "Congratulations on the splendid performance today of the 14th Combat Bomb Wing. The record of the 44th and 392nd in putting 47 airplanes over the target out of 47 airborne is a glowing tribute to the leadership and to the efficiency of Combat and Maintenance personnel. Also, it gave me extreme satisfaction to tell you that your bombing today was the finest example of precision bombing yet accomplished by the Division. We are all proud of you. Please pass this message to Fred Dent and Bull Rendle with my hearty, if somewhat selfish wish for continued success during the New Year" - signed General Hodges. "Needless to say, I am proud of all of you" - signed General Johnson.

T/Sgt. D.V. Chase had this comment about the severe winter flying conditions: "At bombing altitude temperatures of 50 to 55° below zero were not uncommon. An aircraft's enclosed forward cabin, while not heated, did protect us from wind. But aft, especially at the waist gun positions, the 170 plus MPH winds, coupled with arctic-like mercury readings, caused much suffering to crewmen. Minor to severe cases of frostbite occurred. The advent of electrically heated, snug-fitting flying suits (bunny suits) minimized the problem. Sometimes, however, the suits shorted out (mine did once) and it was essential to don fleece-lined jackets and pants hurriedly.

Incidents occurred where a wounded crewman, unattended for just a few minutes while his fellow crewmen fought off enemy aircraft, died from exposure; others, still alive and in need of morphine, suffered extreme pain because syringe needles broke when attempting to penetrate hard, deep-frozen skin. Conversely, frigid temperatures have saved some lives. Reportedly, an artery-severed, blood-spurting limb of a crewman had been freeze-cauterized and his life saved by baring his injury to icy blasts"

January 1944 brought an intensification of the softening up process which had begun in earnest in December. What with the RAF hitting Berlin and greater Germany by night and the 8th American Air Force going over by day, preparations for the invasion were well advanced. A principal target of the 44th was the Pas-de-Calais area on the French coast, known to the world as the "Invasion Coast". Activity on the coast across the Channel from Dover was more or less shrouded in mystery, but scanty reports and flurries of rumors indicated that Hitler's so-called "secret weapon" was concentrated there. Whether it was the reported crew-less plane or whether it was the rumored rocket bomb emplacement was a matter of conjecture. The fact remained, however, that of all Channel ports, Calais, the most likely point of initial invasion, was heavily fortified and consequently would have to bear the brunt of Allied bombs. Day after day, bombers of the 44th went to Calais, bombing from altitudes ranging from twelve to twenty-four thousand feet, in clear weather and in rain, through fog and cloud, they poured thousands of heavy explosives downward, saturating the entire area with blankets of splintered metal. In view of the elaborate concentrations for defense or possible counter-offensive, defenses against the bombers were meager. On several occasions they encountered flak somewhat intense, but as a whole, the missions were negotiated with only slight or no incident. Thus, the trip to Calais became but a routine milk run, taking on, in most cases, the aspect of a practice mission. However, Calais did not remain the sole objective of the 44th, as the bombers, in addition made frequent trips into the Reich itself. Brunswick, Fredrichshafen, Wilhelmshaven; in fact, every German city within range were pounded, with the ultimate goal - BERLIN. The RAF had been making mass raids on the German capitol since November, and devastation in this city was said to have been on a tremendous scale. The flying men of the 67th, however, anxious to strike their first blow at Big B, and denied, continued their visits to other enemy territory without cessation.

The first mission of the New Year, a year which would see the 8th Air Force reach the peak of power, was made on Kiel, Germany on the 4th of January. During the rest of the month the larger cities of Germany were subjected time and time again to the bombardment of the 67th - and of course, the 44th.

SIXTY SEVENTH BOMBARDMENT SQUADRON (H) AAF
OFFICE OF THE ENGINEERING OFFICER
AAF - #115

AP0 - #634 - 173 -

January 10, 1944.

SUBJECT: Maintenance Crews

To: All Concerned

1. The following is the list of assigned crews and personnel.

Asst. Engineering Officer

2nd Lt. R.S. Voorhees

M/Sgt. Illick, R.R.

FLIGHT CHIEFS

"A" - M/Sgt. Hanley, E.P.
"B" - M/Sgt. Shimmel, E.M.
"C" - M/Sgt. Curtin, M.A.

Equipment Officer

2nd Lt. Martin Zohler

M/Sgt. Ward, R.C.

INSPECTORS

Sgt. Turek, B.J.
T/Sgt. Namiotka, F.J.

Crew #1. B-24 #

"A" Flight

M/Sgt. Ulosovich, M. (CC)
S/Sgt. McNamara, R.L. (ACC)
Sgt. Owens, D.J.
Sgt. Nally, T.P.
Pvt. Green, C.E.
Pvt. Davis, R.W.

Crew #3. B-24H #41-29231

"A" Flight

M/Sgt. Baccash, G.N. (CC)
Sgt. Lundy, C.W. (ACC)
M/Sgt. Chayka, M.F.
Cpl. Stoddard, C.E.
Cpl. Massey, L.H.
Pvt. Fusco, A.

Crew #5. B-24J #42-99970 M

"A" Flight

M/Sgt. Gleason, J.E. (CC)
S/Sgt. Martin, B.G. (ACC)
Sgt. Baur, L.H.
Sgt. Boyd, W. W.
Cpl. Clark, A.W.

Crew #7. B-24H #42-7547 X

"B" Flight

M/Sgt. Eatmon, J.T. (CC)
Sgt. Johnson, D.W.
Sgt. Widner, S.W.
Cpl. Benner, C.J.
Cpl. Karlsrud, A.H.

Crew #9. B-24D #41-23779 G

"B" Flight

S/Sgt. Grisham, H.H. (CC)
Sgt. Calloway, C.C. (ACC)
S/Sgt. Mastronardi, L.
Cpl. Fitch, A.
Cpl. Stowers, J.L.

Crew #2. B-24H #42-7549 K

"A" Flight

M/Sgt. Davis, R.D. (CC)
Sgt. Bailey, J.C. (ACC)
Sgt. Brown, C.N.
Cpl. Thatcher, Leo
Pvt. Ellis, L.W.
Pvt. Green, F.W.

Crew #4. B-24 #

"A" Flight

T/Sgt. Burress, W.J. (CC)
Sgt. Van Ackeren, R.E. (ACC)
Cpl. Eddings, R.H.
Cpl. Fogelman, G.M.
Pfc. Holloway, E.W.
Pvt. Craddock, J.M.

Crew #6. B-24D #42-72865 F

"B" Flight

M/Sgt. Bagley, M.W. (CC)
S/Sgt. Besarick, H.J. (ACC)
Sgt. Hickman, F.J.
Sgt. Moore, C.W.
Cpl. Gatling, W.C.
Cpl. Bagen, S.R.

Crew #8. B-24 #

"B" Flight

T/Sgt. Arthur, M.C. (CC)
Sgt. Cisinski, E.R. (ACC)
Sgt. Pierson, O.
Cpl. Oberman, N.W.
Pvt. Lopez, R.M.

Crew #10. B-24 #

"B" Flight

M/Sgt. Christenson, J.H. (CC)
T/Sgt. Brumback, E.R. (ACC)
S/Sgt. Jansen, J.A.
Cpl. Balaskovits, F.V.
Pfc. Bemis, E.E.

Crew #11. B-24H #42-7552 A
"C" Flight

M/Sgt. Marsh, F.J. (CC)
Sgt. Strickland, M.C. (ACC)
Sgt. Schindler, R.H.
Sgt. Harris, J.I.
Sgt. Hamilton, J.R.
Cpl. Pickle, J.C.
Cpl. Mears, G.V.

Crew #13. B-24D #42-72873 E
"C" Flight

T/Sgt. Nelson, O.E. (CC)
S/Sgt. Chowanski, F.J. (ACC)
Sgt. Rinn, L.D.
Sgt. Hall, C.C.
Sgt. Evans, D.A.
Cpl. McCarthy, A.H.

TECHNICAL SUPPLY

T/Sgt. Clark, M.U.
Sgt. Mares, Barney
Sgt. Farrington, C.R.
Cpl. Neve, F.J.
Cpl. Kota, Ed
Cpl. Fowlkes, W.M.(?)

GAS & OIL TRUCKS

Sgt. Beddingfield, R.M.
Sgt. Brunner, H.E.
Sgt. Weedman, H.P.

BASE BATTERY SHOP

Cpl. Unger, David

PARACHUTE DEPARTMENT

S/Sgt. Winer, Ed.
Sgt. Schoop, A.R.

OPERATIONS OFFICE

M/Sgt. Hester, G.H.
Sgt. Berger, W.C.
Cpl. Edelstein, J.L.
Pfc. Greenberg, B.

Crew #12. B-24 #
"C" Flight

M/Sgt. Gong, K.D. (CC)
Sgt. Gallatin, E.H. (ACC)
Sgt. Bealey, F.W.
Sgt. Demi, J.L.
Sgt. Goodman, S.
Sgt. Cleeland, A.H.
Pvt. Yerdon, H.F.

Crew #14. B-24H #42-7767 C
"C" Flight

S/Sgt. Swank, W.L. (CC)
S/Sgt. King, E.C. (ACC)
Sgt. Formby, J.E.
Cpl. Enot, E.J.
Pfc. Roschie, W.E.
Pvt. Hall, L.G.
Pvt. Griffin, V.F.

SHEET METAL SHOP

S/Sgt. Anderson, M.R.
Sgt. Knapp, L.J.
Cpl. Brand, G.B.
Cpl. Mitchell, W.T.

DRYING ROOM

Cpl. Miles, R.L.
Pvt. Underwood, C.J.
Pvt. Deppenbrock, B.J.

CARPENTER SHOP

Sgt. Rogers, C.E.
Pvt. Carr, A.G.

ELECTRICAL & INSTRUMENT SHOP

S/Sgt. Thoutte, L.J.
Cpl. Kinion, C.W.

ENGINEERING OFFICE

S/Sgt. Byrnes, J.C.
Sgt. Condon, W.J.

ROSE F. HAGER
Captain, Air Corps
Engineering Officer

1. We were alerted for a late mission (1648 hrs) to Braunschweig, Germany but it was scrubbed.
2nd Lt. Russel J. Alcott, S/Sgt. Manuel (NMI) Hantober, S/Sgt. Joseph B. Cooper, Sgt. Harvey H. Heinke, Sgt. Arthur (NMI) Silverberg, Sgt. Loyes H. Knotts, Sgt. Bronko Smilanich joined the Sq. 2nd Lt. Schmidt was promoted to 1st Lt. AUS 25 October. 1st Lt. Becton was assigned to 2nd CCRC, 1st Lt. Weiser assigned to HQ., 44th BG; Pvt. Lowery and Petrosky were promoted to Sgts. 30 Dec. Cpl. Denmark transferred in grade to 453rd BG.
2. It was another alert today, this time for Solingen, Germany but again the mission was scrubbed.
2nd Lt. Fitzgerald from duty to DS, Sta. 147.
3. S/Sgt. Henry O. Flister from duty to DS, 8th AF Rest Home, Moultsford Manor, near Chelsey, Berks., 31 Dec.... T/5 Maurice F. Gray, T/5 Elmer E. Smith, T/5 John A. Snyder and T/5 Ermon J. Gentry, Jr. attached for duty from 1456 Ord. Co.
4. Our squadron accompanied the 44th in a bombing mission to Kiel, Germany. Four of the 67th aircraft departed this base at 0800 hrs, but three A/C abortive. One plane only reached the objective and returned to base at 1500 hours. Leading the Wing with 19 aircraft the Group dropped their bombs with unobserved results. However, the 66th Sq. states that the bombs hit north and east of the city. The mission itself was uneventful from the standpoint of enemy air attacks and flak action, but other Groups experienced fierce air attacks as well as flak. The Group was largely hampered by the intense coldness - several crew members were the victims of frost-bite, especially on the face and on the hands.
Cpl. Bagen from duty to sick quarters.
5. We again participated in the bombing of Kiel. 4 of the 67th A/C departed this base at 0705 hours, with one abortive. 3 planes reached objective and returned to this base at 1500 hours. The bombs were dropped visually this time with good results, after having made two runs to insure a good pattern of bombs on the target. Both flak and fighter action was slight on our formation, being directed against other Groups. But once again coldness hampered the entire operations, but the pre-dawn assembling was quickly and successfully effected.
1st Lt. Nathanson was assigned to HQ., 44th BG.
6. Cpl. Greenfeld from duty to the 77th Sta. Hospital. Captain Butler and T/Sgt. Eslocker returned to duty.
7. We participated in a planned mission to Ludwigshaven, Germany. 4 67th aircraft departed this base 0815 hours; 1 abortive. Three A/C completed the flight, but the mission was never completed because of the bad weather conditions which prevented the formation from properly grouping, so the whole mission was recalled. Before turning back, the Group met with attacks by enemy fighters and heavy inaccurate flak, but no damage or losses were involved. T/Sgt. Hurrle, following his former officer, also transferred to HQ., 44th BG.
8. Another alert for Braunschweig, Germany was scrubbed.
1st Lt. Joseph B. Ramsey, Jr. and 2nd Lt. Edward D. Barzilauskas joined the Squadron from 2nd BD. 2nd Lt. Norton Eahler joined from HQ., 44th BG. 1st Lt. Howard G. Newman attached from 1646th.

9. The many new crews are being taught combat information.

11. Four 67th A/C departed this base at 0815 hours, again 1 A/C abortive. Three planes reached objective and completed mission, returning this base 1400 hours. Brunswick, Germany was the intended target but as the formation 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 and it was bombed with an excellent bomb pattern laid upon the factory and the railroad area. Capt. Lehnhausen, 68th, was Lead Pilot of the 14th Wing, with Col. Dent as the Command Pilot.

S/Sgt. Marsh, S/Sgt. Formby transferred in grade to 12th RCD. S/Sgt. Worley and Harbison promoted to T/Sgts. 2nd Lt. Fitzgerald returned from DS.

* 14. 6 67th aircraft departed this base 1300 hours to bomb military installations along the coast of France at Escalles-Sur-Buchy and Les Petit Bois Robert. Results were poor. There was no flak over the target but the enemy sent up about 20 fighters to give challenge. The 44th shot down eight of these. Unfortunately, the 67th lost one aircraft, while 5 A/C returned this base 1715 hours. 4 Officers and 6 EM are missing in Action. The 66th Sq. state that the bombs fell on the target area and on western half of target.

67th A/C #41-23779 G (an original 66th Sq. plane) "4-Q-2"

Goodwin, Henry C. Jr.	2nd Lt.	Pilot	San Antonio, Texas
		Officially reported KIA	
Clark, Raymond C.	2nd Lt.	Co-pilot	Savannah, Georgia
		Unreported, but listed on Roll Of Honor	
Phelps, John E.	2nd Lt.	Navigator	El Monte, Calif.
		Officially reported KIA	
Forest, Richard P.	2nd Lt.	Bombardier	Lynn, Massach.
		Officially reported KIA	
Mindelsohn, Joseph	T/Sgt.	Engineer	St. Paul, Minn.
		Officially reported KIA	
Palys, Joseph E.	T/Sgt.	Radio Oper	Ware, Massach.
		Officially reported KIA	
Monks, John C.	S/Sgt.	Top Turret	Nelsonville, Ohio
		Officially reported POW	
Chalan, Andy	S/Sgt.	Hatch Gun	Portage, Penna.
		Officially reported KIA	
Lewis, James E. Jr.	S/Sgt.	Tail Turret	Philadelphia, PA.
		Officially reported KIA	
Capo, Joseph A.	S/Sgt.	RW Gunner	New Brighton, PA.
		Later reported POW, returned.	

An observer noted that seven Me 109s and FW 190s attacked from head on. As they passed through the formation hits were made on #779 in #2 engine, setting it on fire. The plane went into a glide and when I looked again the ship had exploded. Two of my crew reported one chute believed to be the waist, and opened OK. I saw another chute that came out afire, believed from the nose. This occurred near the town of Duclair, west of Rouen. Ship exploded before it hit the ground. Comments of Lt. M.F. McGeary.

*13. Lt. Hovey and crew of 9 (68th's) KIA in a crash.

15. A mission was briefed for Götha, Germany as Primary - scrubbed. T/Sgt. Bennett transferred from Patients to 77th Hospital. T/Sgt. Brumagen and Cpl Massey to duty from 7-day furlough.

16. Sgt. Kushner transferred to 77th Hospital. Cpl. Kandel on DS to Station #113. Sgt. E. Cisinski on DS to Burtonwood Repair Depot, Great Sankey, Warrington, Lancashire. Another scrub today, this time the target was Leipzig - weather.

17. Sgt. Martin to Hospital - 2nd General. Briefed for Frankfurt-Main, Germany but again scrubbed.

19. Briefed again, this time Escalles-Sur-Buchy, scrubbed at 1037. Capt. Hill, 1st Lt. Shuler and Egan, 2nd Lt. Jefferson, F/O Betts (Metts?), T/Sgt. Petcovick, Chase; S/Sgts. Bailey, Russell, Womak, Schwarz all returned from DS. 2nd Lt. Ellison joined from 44th HQ.

20. Briefed again as for the 19th and again scrubbed. 2nd Lt. Zahler relieved from duty and transferred to 50th Station Complement.

21. The first of the new B-24-J type Liberator arrived on the base and the electronic supercharger controls are viewed with envious eyes by all the pilots. Four of our 67th planes took off with the Group at 1130 hour with the target being St. Agathe D'Aliermont in France as well at Escalles-Sur-Buchy. Once again the weather was poor, cloudy, but the bombs were finally dropped visually after five runs were made over the target. Flak and enemy aircraft attacks were heavy and quite costly to the Group. The 68th lost four aircraft to both types of enemy action, while the 66th lost one - A/C #42-72813 "Queen Marlene", piloted by 2nd Lt. Martin E. Spelts. (Photo p. 207)

The 68th's planes were: #42-7501 piloted by 1st Lt. F.W. Sobotka
#42-7514 O piloted by 1st Lt. Gary M. Mathisen
#42-7635 Q "Ram It - Dam. It" pilot - 1st Lt. H.R. Howington
41-23813 V "Victory Ship" and pilot - 1st Lt. A.A. Starring

Our 67th plane #42-99970, piloted by 1st Lt. Cookus, was leading one 44th formation but did not have benefit of PFF equipment so he had to make five attempts to seek a break in the clouds through which to bomb. Failing in this and having already remained much too long in the target area, turned the Group towards the Channel having decided to drop the bombs there.

Meanwhile, the German gun batteries, having determined the range and altitude while the formation hovered over the target, continued to fire with deadly accuracy trying to add to the four ships they had already downed. This time the shells began to burst around his lead ship. Within 30 seconds the aircraft of Lt. Cookus received seven direct hits. Number one and two engines were completely shot out of the left wing, number three had burst into flames; the catwalk and half the bomb bay were blown away; a burst had blown off half the nose turret; the bomb bay set afire; the right landing gear shot away; and the wings and fuselage perforated with flak in hundreds of places.

The Command Pilot, Major W.N. Anderson (506th), the Bombardier 1st Lt. W.W. Cole and the top turret gunner S/Sgt. H. Becker were severely wounded by the flying razor-sharp shell fragments. The Radio Operator S/Sgt. R.J. Trechel, was blown completely clear of the ship, but managed to parachute safely to become a POW. The plane trembled and shuddered violently, but somehow held together.

Diving the remnants of the B-24 three thousand feet to escape the intense barrage of flak, Lt. Cookus with superb skill, leveled the craft off and headed for England, trailing smoke and flame. Capt. Robert L. Ager, Group Gunnery officer and 1st Lt. Henry A. Weiser, Group Bombardier bailed out either over the Channel or near it. Both became POWs.

Meanwhile, the wounded Bombardier valiantly battled the flaming bomb bay with grim determination, depending upon his hands to release the majority of the bombs from the twisted wreckage. On the flight deck, Major Anderson, flying his 25th and last mission, was given first aid unsuccessfully as he was fatally injured. While in the waist of the ship three gunners bravely fought the flames which scorched their bodies as they attempted to jettison equipment.

Just as the coast of England loomed into view, the number three engine exploded, but the gallant ship continued on its course with but one engine still remaining on the ship. Fighting magnificently to keep the craft level and just enough flying speed, Lt. Cookus sighted a plowed field just beyond the shore line near Manston. With great skill and a bit of luck, he brought the twisted wreckage in for a belly landing. Plowing through the soft earth, the ill-fated craft skidded to a stop.

Lt. Cookus, his co-pilot 1st Lt. H.K. Holladay and the three badly burned gunners battled the flaming wreckage while they extracted the two remaining crew members trapped in the crushed cabin.

The casualties were three men POW, three KIA, and five survived to fight again. Lt. Cole, the brave Bombardier, did not survive. For this extraordinary achievement, Lt. Cookus was awarded the Distinguished Flying Cross. The log shows that S/Sgt. Trechel was MIA at 1400 hours and Lt. Cole KIA at 1600 hours.

T/Sgt. Archie R. Barlow, Engineer on 1st Lt. H.R. Howington's Q for Queenie (68th) adds his experiences: "We had a mid-morning call out and briefing instead of the usual pre-dawn awakening. Our target was in the Pas De Calais area, which was cloud covered when we arrived and we were on our third run, 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 our right wing, then climbed ahead to make the next from about 11 o'clock, high. They must have raked us with several 20 mm hits - one exploding directly on the nose, killing the Bombardier (1st Lt. W.D. Crowl) and Navigator (1st Lt. Richard J. Kasten), and turning their compartment into an instant inferno. We think the Co-pilot (1st Lt. H.M. Curtis) was killed by the same blast. Another round must have gone off either on, or very near the top turret that I was manning, blowing off the plexiglass dome cover and sending shrapnel into my left chest and arm. I grabbed the seat release cable and dropped to the floor of the flight deck. The right wall above the radio station was on fire and (T/Sgt. Alvin) Rosenblatt, the radio operator was putting on his chute. He yelled that we had other fires in the waist area and had been ordered to bail out by the Pilot (1st Lt. H.R. Howington)... A quick glance forward showed the Pilot fighting the controls and apparently unharmed. I snapped on my chute, opened the door to the nose wheel compartment

and dropped down - to be hit by heat and flames blowing back from the nose area. (So I backed up) and stepped out on the cat-walk, thankfully 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 to see the Pilot looking back at me and motioning with one hand for us to jump.

I actually jumped with the intention of free-falling for 2 or 3 thousand feet before opening my chute - as we had been instructed to do many times while in training. The idea was to get you quickly out of the combat area and lessen chances of being either ran into or machine-gunned by the fighters. But the 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 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 at no more than 2,000 feet 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. (Later learned that the pilot bailed out at too low an altitude and was killed).

I came down in a plowed field on the edge of a small village, sprained an ankle in landing but otherwise seemingly OK. An elderly lady, once confirming that I was an American, led me into a nearby wooded area where we came upon (S/Sgt) Charles Blakely, one of our waist gunners.... Within 15 minutes German troops were searching for us; walked past us but never saw us!"

2nd Lt. Decker transferred to the 66th Sq. Sgt. Williard A. Price T/5 Salvatore P. Landano and Gabor Fath, Pvt. James S. Gabowy, Estee N. Bennett and Joseph L. Ulrich, Edwin Behr joined the Sq.

22. An alert for Frankfurt was called and then scrubbed. S/Sgt. Millerbus to sick in quarters. S/Sgt. Wenn on a 7-day furlough.

23. Again an alert for Frankfurt but also was scrubbed. 2nd Lt. Comfort to 30th General Hospital. T/Sgt. Michael J. Bennett from 12th RCD. S/Sgt. Mokol transferred in grade to 12th RCD.

24. Today we took off for Brussels and Russelshein, near Mainz, but were recalled over the Channel. Capt. Williams from duty to leave of absence of 15 days. Pvt. Holloway from duty to sick in quarters.

25. 1st Lt. Nicholson and Moore; T/Sgts. Mason and Neeper; S/Sgts. Boulanger, Middlebrooke; Sgt. Chamberlain all to Rest Home ARC, Southport.

26. The same mission as alerted for on the 24th was set up and then scrubbed.

27. T/Sgt. Cato from duty to Rest Home ARC, Southport.

28. Cpl. Metes? to hospital #77 Station. T/Sgt. Alvin D. Johnson S/Sgt. Robert J. Dalton, Sgt. George F. Strutz, Wesley A. Teasant from ---- HQ., 1st BG. Frankfurt recall on 27th, scrubbed today, after engines were started.

28. 1st Lt. Cookus, 1st Lt. Holladay; S/Sgt. E.K. Seifried and Boyd and Fong were released from duty to DS at 8th AF Rest Home, American Red Cross Club, Southport for a well-deserved rest.

29. We participated in the bombing mission to Frankfurt, Germany today with our six planes departing this base at 0750 combined with the rest of the 44th Group. All six reached the target and bombed, but only five returned to base at 1405 hours. 1st Lt. Harold H. Pinder and crew are MIA. Also MIA is a crew from the 66th Squadron - A/C #41-29157 piloted by 1st Lt. G.H. Maynard. This plane was observed to leave the formation and fly for a bit with another formation to the left. Shortly a fire broke out in the bomb bay and 2 chutes were seen to open, and disappeared into the undercast below.

67th A/C #42-7547 X

Pinder, Harold H.	1st Lt.	Pilot	Burgettstown, PA.
Officially reported POW			
Grono, Lawrence W.	2nd Lt.	Co-pilot	Minneapolis, Minn.
Unreported; became POW, repatriated; died August 1944			
Boomer, Donald S.	2nd Lt.	Navigator	Mesa, Arizona
Officially reported POW			
Stubbs, Alvan E.	2nd Lt.	Bombardier	Oklahoma City, Ok.
Unreported; but KIA, died in the nose turret.			
Hall, Earl W.	T/Sgt.	Engineer	Parkersburg, W.Va.
Unreported; but became POW			
Sofferman, Abe	T/Sgt.	Radio Oper.	Bronx, New York
Unreported; but later KIA			
Laucamp, Robert L.	S/Sgt.	Gunner	Tipton, Iowa
Unreported; but KIA, died in aircraft			
Robison, Jack C.	S/Sgt.	Gunner, RW	Wabash, Indiana
Unreported, but KIA, died in aircraft			
Paxton, William A. Jr.	S/Sgt.	Tail Gun	Brooklyn, New York
Unreported; but KIA, died in aircraft			
Green, Milas L.	S/Sgt.	Gunner, LW	Clyde, No. Carolina
Officially reported POW			

Lt. Pinder relates: "We were met on the coast and on in by both Me 109s and FW 190s. At about 1102 hours we dropped out of control after about three separate enemy passes. We took 20 mm hits under the flight deck that cut the control cables - I couldn't get the auto pilot to take over control. One wing was on fire and at least #4 engine was out;" Larry Grono parachuted, POW; repatriated approx. July but died in August from tuberculosis. Engineer Hall, Ass't Engineer Green and Radio Operator Sofferman parachuted, along with Lt. Pinder. Jack Robison pushed Green out the rear hatch and pulled his ripcord as Green was in shock from a 20 mm hit through both lower legs, but did not himself get out. "Sgt. Sofferman and I were on the loose for three months with Belgium Resistance group. But Sofferman was killed by German Secret Police in April '44 and I was captured," said Lt. Pinder.

30. There was an early alert for Watton, France but was scrubbed. However, the Group did take off with Hanover, Germany as the intended target, but due to very dense cloud conditions, a target of opportunity was bombed with unobserved results. Moderate but inaccurate flak and some enemy aircraft were seen but no attacks were made on the four 67th aircraft we sent. Take-off was at 0840

and all returned to base at 1515 hours.

31. 2nd Lt. Jackson from duty to Sick.



Above- B-24H #42-7522 "SOUTHERN COMFORT II" from the 506th Squadron. #1 was lost at Foggia 16 Aug 43; #2 was lost on 11 April 44 with 7 men KIA - Lt Money lived.

Below--B-24H #42-7548 "BULL O' THE WOODS" was lost on the Ludwigshaven raid 30 Dec '43. Pilot Lt. Hessket (66) returned to duty 11 Feb 44! Lt. Rendall story p. 169.

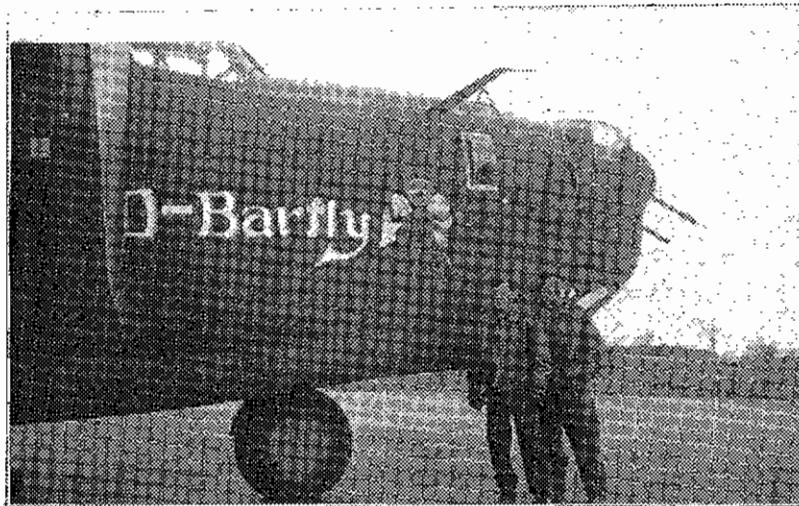


After a long period of dealing crippling blows to the V-1 sites in France, the bombing strategy shifted to the oil lines and stores, the life blood of the German Panzer divisions. Here again the 67th was called upon to strike deep into the Reich itself. In the six days ending 25 February 1944, five separate missions were carried out against the vital targets, leaving behind them clouds of billowing black smoke, reaching heights of ten to fifteen thousand feet.

The relentless onslaught with the all-out concentrated efforts of the 8th Air Force left the Nazi War Lords reeling. Daily our forces were met by swarms of enemy aircraft in a vain effort to halt this momentous onslaught. The superiority of our long-range fighters now played a vital roll, and engaging the attacking enemy aircraft in vicious battles, dealt a staggering blow to the Luftwaffe destroying hundreds of its first line fighters.

In their attack upon the Messerschmitt aircraft assembly plant at Gotha, Germany on the 24 February, the Group performed by far the best pin-point bombing attacks in the history of the 8th Air Force, with all of the attacking planes dropping their ponderous loads within a thousand foot circle of the briefed MPI. The excellent results obtained brought notes of commendation from General Hodges and General Johnson, in whose opinion the plant was completely destroyed. The Gotha works had been the principle manufacturing point of Messerschmitt parts, and its destruction was a decisive victory.

The following day the squadron repeated its excellent performance by once again dropping its bombs in a near perfect pattern on the aircraft component parts factory at Furth, Germany. The intensity of the flak barrages and the ferocity of the fighter attacks claimed the crews of Lts. Fish and Evans, both 67th aircraft.



S/Sgt. Ray McNamara, 67th crew chief, and his visiting brother pose in front of Ray's ship B-24J #42-99986 D "D-BARFLY". Ship was salvaged 14 April 44.

1. Only local flying today.
2. Today the Group went to the Pas de Calais area - Watten, France X dropping 2000 lb bombs on the military installations in that area. Seven of the A/C came from the 67th, departing at 1105 hours, and arriving back at the base at 1515 hours. Bombing was done on G-H so the results were unseen, and on the second run at the target. The mission was flown under severe ice conditions and a 10/10th cloud condition. Over the target area moderate accurate flak was encountered and many ships in the formation suffered minor flak damage. Lt. Bolin, of the 506th squadron, became separated from the formation on the return. Apparently, in trying to find a base in southern England in very poor weather conditions, he crashed into a low hill near Bournemouth. Nine of the crew were killed instantly and the tenth died during the night. A/C #41-24282, an original and named "Ruth-less", was damaged beyond repair.*
3. A mission was scheduled today which was later scrubbed. However, while the planes were warming up waiting for the green flares, S/Sgt. Hantober, Radio Operator (67th) seeking to obtain missing orders, ducked down out of the bomb bay to go to the nearby plane for a copy, and ran directly into the whirling blades of the propeller on #3 engine. He was killed instantly. This occurred on M/Sgt. George Baccash's hardstand.
4. Alerted for Russelshein, Germany (near Mainz). The formation took off but was recalled later.
5. The 67th participated in a mission to central France at Tours Airdrome. Fifteen of the 44th aircraft (3 were 67th) departed this base at 0700 hours, reached the objective, bombed, and all returned this base at 1430 hours except one 67th plane that was forced down at East Walling, Kent with two wounded officers, and one 68th's ship that was MIA. The 68th plane #42-100181 Z "Star Valley", ** was shot down by enemy aircraft which made very concerted flights against the 44th Group formation. Little or no flak was encountered over the target but the presence of the enemy fighters made up for the absence of flak. The Group claimed three enemy fighters as destroyed. And Capt. Bunker on DS to 14th CB Wing.
6. Five 67th aircraft accompanied the 44th's 24 total formation to attack Military Installations in western France. Siracourt was the primary target but the weather interfered with the planned visual run. Enemy aircraft were present but they made no attacks and the flak was meager and quite inaccurate. No damages were inflicted on our planes. Lts. Fish, Sheridan, Staib, and Jeffs; S/Sgts. Masci, May and Swetlik; Sgts. Corzrlli and Szabo joined the squadron today.
7. Lt. Mercer and crew assigned and joined today.
8. A return engagement to Watten, France was made today with 28 of the 44th dispatched (7 of them 67th). Major Jansen, 68th Squadron, was Lead Pilot. The run was made visually but with poor results. The flak was moderate heavy accurate, with some men in the Group being injured. Enemy fighters were seen but they kept their distance because of the excellent fighter escort our heavies had. Return to base was at 1130 hours. Lt. Hamlyn, pilot of one of the 68th planes, sustained a serious facial flak wound, so it was necessary for his co-pilot Lt. Altemus and T/Sgt. Norton acting as co-pilot to bring the ship back safely.

* - "Ruth-Less" photo on page 220. ** Pilot - Carl A. Bohnisch

9. Gotha, Germany was the briefed target for today but shortly after take-off at 0847, the mission was recalled. Sgt. Chase makes this comment about recalls and scrubs: "For every mission flown to its conclusion there was, or so it seemed, a scrubbed or cancelled mission due severe icing conditions, very high and dense cloud layers, hurricane-force winds aloft, or a change in plans at Bomber Command. Naturally, a scrub or early call-back did not count toward an airman's mission tally, but it did raise his anxiety level!"

10. No operation scheduled - situation quiet.

11. Today's target was Siracourt with the Group's 29 aircraft (six were 67th) participating, and all returned safely. The Group was to have made a visual run on this target but PFF technique was used due to the 10/10th undercast conditions that prevailed. The results were not seen. The enemy sent up a few aircraft but no attacks were pressed home. Flak, however, was much heavier and more accurate than previously experienced on this target. Many of the Group's ships were damaged and the 68th had S/Sgt. R.S. Myers killed by flak.

12. A repeater. Same place and same score - 67th sent six over (23 by Group) and back without loss. Bombing was reported by both PFF and G-H with unobserved results. Again, anti-aircraft fire was encountered but this time it was inaccurate and caused no damage. And no enemy aircraft were seen.

13. It's becoming a habit - six of our 67th aircraft took off, one returned early, and the other five completed the mission, returning at 1645. This time it was another Military Installation, Raye-Sur-Authie (Petit Bois Tillencourt) as the objective. The run was a visual attack and the results were quite good. Plenty of the continuous accurate flak was encountered with many of the Group's ships being hit. The 506th had Sgt. G.G. Johns killed by flak. This, the 13th, had the 67th and the 506th hitting Petit Bois Tillencourt and the 66th and 68th target was Raye-Sur-Authie. The Group was alerted for this split mission only three hours before take-off time! It can easily be seen that there was a vast amount of work that had to be done prior to take-off; loading bombs, checking and gassing the ships, briefing crews, checking all 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. Too much 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 and all squadrons should feel proud, as the 68th Squadron led the Group and the Wing. The bombs dropped were 500 lb GP.

14. No flying due to weather.

15. We were alerted for Ludwigshaven but it was scrubbed early. The bombs loaded were M17 Incendiaries. T/Sgt. Halloway left the Squadron, going to the States for Cadet Training. F/O Betts promoted to 2nd Lt.

16. Alerted for St. Jean D'Angley A/D but was scrubbed - weather. Lt. Long went on DS to Turnbridge Wells in Kent to give a speech and to tell people about life in "These United States".

17. Alerted again for Raye-Sur-Authie but scrubbed.

Sheridan, Charles M.	2nd Lt.	Co-pilot	Clarion, Penna.
Unreported, but later KIA			
Staib, Henry T.	2nd Lt.	Navigator	Renova, Penna.
Unreported, but later KIA			
Jeffs, Robert H.	2nd Lt.	Bombardier	Denver, Colorado
Unreported, but not on Roll of Honor KIA			
May, Gordon L.	S/Sgt.	Engineer	Cannelton, Indiana
Unreported, but later KIA			
Masci, Peter J. Jr.	S/Sgt.	Radio Op.	Middletown, N.Y.
Unreported, but later KIA			
Rogers, Fred B.	Sgt.	RW Gunner	Carthage, Missouri
Unreported, but later KIA			
Swetlik, William M.	S/Sgt.	LW Gunner	Eau Claire, Wisc.
Unreported, but later KIA			
Szabo, Paul A. Jr.	S/Sgt.	Tail Tur.	Dearborn, Mich.
Unreported but later KIA			
Corsilli, Gene	Sgt.	Ball Tur.	Guttenburg, N.J.
Unreported, but later KIA			

67th A/C #42-72865 F

Evans, Earl L.	2nd Lt.	Pilot	Ft. Worth, Texas
Officially reported POW			
Swank, Clifford W.	2nd Lt.	Co-pilot	Kansas City, Mo.
Officially reported POW			
Pinkusohn, Lewis A.	2nd Lt.	Navigator	New York City, N.Y.
Officially reported POW			
Flaugh, Harold E.	2nd Lt.	Bombardier	Winterset, Iowa
Unreported, but later KIA			
Jackson, Myron G.	S/Sgt.	Engineer	Chagrin Falls, Ohio
Officially reported POW			
Deal, Joseph C.	S/Sgt.	Radio Oper	Wilkinsburg, Pa.
Officially reported POW			
Simon, Oscar	Sgt.	Gunner	Evansville, Ind.
Officially reported POW			
Britt, John O.	Sgt.	Gunner	Buffalo, New York
Officially reported POW			
Wild, Edward G.	Sgt.	Gunner	Shelburne, New Hamp.
Officially reported POW			
Futnam, Thomas A.	S/Sgt.	Gunner	Columbus, Georgia
Officially reported POW			

23. Alerted and briefed for Stuttgart but mission was scrubbed before take-off.

24. It was a very successful mission to Gotha, Germany today as the 44th led the 14th Combat Wing, with 37 aircraft (8 of them 67 but one aborted). Take-off was at 0800 hours with a bomb load of 52 x 100 incendiaries and return to base was at 1555. Bombing was excellent. Sgt. Kipnes reported that "Enemy fighters were with us all the way into and out of the target. We fought off at least 40 fighters. Attacking planes were Me-109s and FW 190s. But our formation was tight and few fighters could break through. One half hour after bombs away we picked up our escort of P-47s - what a lovely sight they were to see. They brought us back safely to our base. Bombing altitude was 20,500 ft."

The Group lost two planes to these concentrated fighter attacks -

66th A/C #41-29148 B piloted by 2nd Lt. H.E. Etheridge and 68th's A/C #41-24225 T, famous "Flak Alley", piloted by 2nd Lt. P.W. Bell. Thirteen men from the two ships became POWs.

25. Another very successful raid today - this time to Furth, Germany. 33 planes took off at 0900 (9 of them 67th) with the 44th leading the Division in a 506th plane piloted by Lt. Saylor and Lt. Col. Dexter L. Hodge flying as Command Pilot. Bomb load was 500 lb GPs and bombing altitude of 18,000 ft in clear weather over Germany. No fighters, but plenty of flak. The worst flak and most accurate was over Karlsruhe. However, on the return to England, poor visibility caused problems, with several ships landing at other fields low on gasoline. A 67th A/C Impatient Virgin #41-29231 J was forced to crash-land at Lympe at 1630 hours after eight of the crew had bailed out. The pilot and co-pilot then landed with considerable damage to the plane. One enlisted man suffered injuries from parachuting.

But for one 67th crew, Lt. Hill and most of his crew this was number 25 - their combat tour was over! Prior to landing, Lt. Hill buzzed a base perimeter strip with full power and at an altitude too low to estimate. He then climbed at a steep angle, rocked the wings and put the plane through a modified chandelle, the resultant G-force made my body feel as if it were filled with cement instead of thin, scared blood. These words are from Sgt. D.V. Chase. Lt. Fenn transferred in from the 68th Squadron. 2nd Lt. Lacombe (Raymond J.) was promoted to 1st Lt.

26. No operations - a well-deserved rest, but all of this came after a hectic night when two alerts were first set up and each in turn were scrubbed.

Two promotions to Captaincy was also announced today - Lts. Brown and Frederick.

27. Stuttgart, Germany was briefed but scrubbed at 0834 hours. Local flying. Lt. Aldridge was promoted to Captaincy today.

28. Standown. Very cold, but there was practice flying and bombing for some crews.

29. Leap year. Quakenbruck Airfield was briefed, but it, too, was scrubbed before take-off. Again practice flying for the combat crews. Thus ends the biggest and most successful month of the war so far.

On the February 5th mission to Tours Airdrome, the 67th aircraft that made an emergency landing was that flown by Lt. Holiday. Sgt. Keith Nutter made this comment: "We were hit by a 20 mm which wounded Lt. Weatherwax, Navigator, and our Co-pilot. We made it back to a Spitfire base on three engines and one windmilling. (For some unknown reason)..I was never credited as having flown this mission although it put us in the rest home for a week! I finished up with 31 missions on 28 May 1944.

"On this same mission I shot down a Fw 190 as it was making a nose attack on a 68th plane (Lt. Bohnisch's). It went under our left wing but it was too late to save that 68th plane - it had already been mortally damaged."

The Intelligence Library where all combat men gathered on non-flying days, its walls hung with maps of the various battlefronts and photographs of bombing missions, was the center of information for all. The question uppermost in every mind, and of paramount importance to the men involved - "When do we go to Berlin?" - could not be answered. Above the huge map of Germany, which took up an entire wall, stood out the sign: BERLIN or BUST! When it would be removed rested but in the hands of those who did the planning. Major General Jimmy Doolittle, Captain Buster of the 12th Air Force, had now taken command of the 8th Air Force, and it was sensed that "Big B" was coming. In the early hours of 6th March, the fondest expectations were finally realized when the briefing officer took the platform and announced, "Gentlemen, your target for today is Berlin". A spontaneous cheer echoed throughout the room. Never before was there a more eager group of men, who though fully aware of the extreme dangers involved, set about to accomplish this hazardous mission. As the formation sighted their objective, every crewman felt that they had attained their ultimate goal. The German anti-aircraft defenses worked desperately and feverishly to stave off the inevitable death and destruction which was being rained down upon them in torrents. Triumphantly, the zealous but weary warriors of the 67th returned intact.

On 19 March, Major William R. Cameron, now a seasoned veteran, was relieved of his command and given a more vital assignment on the operational staff of Headquarters 44th Bomb Group. At the same time the Executive officer, Captain Donald J. Williams, was also placed on the Group Headquarters staff, having served faithfully and capably since the early days of OTU training at Barksdale Field, Louisiana. Major Cameron was succeeded by Major Robert E. Kolliner, one of the Group's original combat pilots (many missions with "Pappy" Moore), who had also tasted the bitterness of the historic mission to the Rumanian oil fields. The capabilities of this able pilot were soon recognized, and on 31 March he was transferred to the 14th Combat Wing under the command of Brig. Gen. Leon W. Johnson.

To Captain Robert E. Felber, a veteran of Ploesti also, fell the arduous and complex task of guiding the now huge Squadron through its forthcoming operations. Captain Karl L. Grube took up the duties as Squadron Executive, and on the first of April, 1st Lt. Matthew J. Gatti was assigned as Squadron Adjutant.

March and its traditionally bad weather found the Group busily engaged in flying practice missions and attending classes in ground school. Missions were scheduled, scrubbed and some recalled after having been airborne. Some of the better known targets attacked were BERLIN, Brunswick, and the pilot-less plane launching sites. The Erkner raid on the eighth marked the completion of the 100th mission flown by this Group. A celebration was held in the evening in honor of this anniversary.

Late in the month the Group attacked the airdrome at Mont-de-Marson, France with excellent results. This was one of the longest operational missions on record.



67th SQUADRON OFFICERS

LEFT -

Major Kart T. Grube
Executive Officer

BOTTOM -

Standing:

Capt. Howard K. Holladay,
Training

Major William R. Cameron,
Squadron C.O.

Major Kart T. Grube,
Executive Officer

Kneeling:

Capt. Matthew J. Gatti,
Adjutant

Capt. Frank T. Stegbauer,
Squadron Navigator

Lt. Richard O. Gasparoni,
Equipment Officer



1. No mission was scheduled for today. However, many practice flights such as formations under 5000 ft. etc., were flown.

Major Cameron on a four-day leave, with Capt. McCormick in command during his absence.

Frankfurt/Main, Germany, the site of piston ring factory, etc. was the objective of today's mission, but was attacked by only a portion of the scheduled number of the Group's planes. Bad weather caused the difficulties. Then, a target of opportunity could not be located so many of the aircraft came back without having dropped their bombs. Ten aircraft bombed the briefed target, Frankfurt, but with unobserved results.

Take-off came at 0900 hours with our planes loaded with 40 x 100 lb bombs. Visibility clear over England, but 10/10th clouds over Europe. Sgt. Kipnes (Lt. Perry's crew) states: "I had to remove all 40 bomb fuse pins. Nearly froze my fingers on my right hand. Then had to handle the camera for picture taking over target. Flak was heavy, but no enemy fighters visible. Our fighter escort was exceptional. We flew into Germany at an average speed of 250 MPH, but on the return trip speed was 112 MPH. Excessively fierce westerly winds on the return so we seemed to be standing still over the heart of Germany. Sweated out fuel, but we finally came in to a sweet landing. We dropped our bombs by PFF. Landed at 1600 hrs." Some accurate flak was encountered near the target area and several aircraft landed away from the home base due to either damages sustained or low in fuel. One aircraft piloted by Lt. Rose crash-landed with four dead engines caused by the fuel transfer system failing. The crash was not marred by any injuries and the aircraft was in a repairable condition. The 67th Squadron had five planes airborne, one returned early, and the rest were back at the base by 1600 hours - one officer was wounded. The above activities occurred on 2nd March.

3. Again bad weather intervened with our intended plans for blows against the Reich. Oranienburg was the Primary, with Berlin the secondary when our eight planes accompanied the 44th, taking off at 0810 hours. The formation was forced to return due to the very severe weather conditions that grew steadily worse as the North Sea was crossed. There were no bombs dropped nor any enemy encounters.

4. The Primary target was Oranienburg, with Berlin as the secondary target. Later, the Primary target was changed to Potsdam. The whole affair was scrubbed due to the very poor weather conditions.

5. The Bergerac Airfield at Bordeaux, France was the Primary target when the 67th's eight planes took off in snow flurries that hampered the assembling in the 44th Group. The target was 10/10th undercast, so runs on Cognac and Bergerac was made by the Group. Results were good strikes on Cognac Airdrome, and fair on Bergerac Airdrome. The first section (67th & 506) struck Cognac, while the second section (66th & 68th) bombed Bergerac. Enemy aircraft were seen but no attacks were experienced; flak was moderate, mostly inaccurate. 7 A/C of the 67th participated, six bombed the objective and completed the trip - one returned early.

6. BERLIN. For the "Big B", in airman's lingo, was the target for today. Specifically, the target was the Ernest Heinkel Assembly Plant at Genshangen, located on the southern outskirts of Berlin.

(Lead Bombardier Lt. Carvour remembers the target to be Luckenwalde). The secondary target was the famed Templehof Airdrome near Berlin. Ground fog at take-off time caused some difficulty, but the 67th put up eight aircraft, six of which completed a difficult assembly on time and the long trip began. 0800 hours, bomb load of 12 x 500 lb GP. Sgt. Kipnes states, "Take-off at 0805 with Lt. Perry and crew. Just when we got into formation and we were ready to leave the English coast, our tail gunner had an acute appendix attack. Due to the high altitude he was in terrible pain. Lt. Perry decided to abort and return to base. Just before landing I fired two yellow flares (yellow-yellow) which brought the ambulance to our plane just as we rolled to a stop at the head of the runway. While in flight I received a long Bomber Command message in code, changing our return route. - Landed at 1135 hours."

Lt. Carvour, lead Bombardier, said that Col. Culbertson was the Command Pilot aboard his ship. They made two passes as the Primary but the heavy undercast prevented dropping bombs. So they turned the formation and headed for Berlin itself. Lt. Carvour lined up a target of opportunity along the river on the southwestern area, railway lines and industrial area which was visible as the remaining part of Berlin was still undercast. Just as the cross-hair indices were about to occur, the Command Pilot yelled to abandon target and to hit the now visible Templehof Airdrome. But it was too late as the plane started its turn the bombing mechanism could not be stopped and out went the bombs.

Accurate flak was encountered in the target area, but little damage was incurred by our planes. Enemy aircraft were seen but no attacks were experienced by the 44th Group. Some of our planes dropped bombs on Templehof A/D as well. Templehof was hit with good results. Losses and claims were nil, but there was that feeling of being "over the hump" - the climax had been reached. The only really new and greater climax that could top this one was the INVASION.

Although the 44th escaped unscathed, 16 B-24s from other Groups plus 53 B-17s were lost this day.

Major Cameron resumed command of the Squadron.

7. A mission to Lippstadt as the Primary and Gutersloh as secondary was planned, later to be scrubbed due to adverse weather. Also, the 66th Squadron lost a plane and crew today, learned to have been caused by a collision with a P-47. Seven men were killed, and the plane number was 42-7582 and the Pilot - 1st Lt. Glenn E. Folsom.

8. For the second time in three days "Big B" was the center of attraction for the bombs of the 44th Group. With six aircraft of the 67th, the Group winged its way to the center of Hitler's domain to hit the ball-bearing factory located on the out-skirts of Berlin at Erkner. The target was hit with very excellent results being scored. Col. F.R. Dent, Commanding Officer of the Group, led this mission and the 14th Combat Wing. Moderate to intense flak was encountered over the target, but there was little damage done to our aircraft. Enemy aircraft were seen, but few attacks were made, due largely to the very excellent fighter support that hovered nearby. One enemy aircraft was shot down by a gunner in the 506th Squadron. Sgt. Kipnes states that take-off was at 0930 after having to change ships at the last moment - a 66th plane. Bomb load 52 x 100 lb bombs. This was an all-out effort with a great many planes hitting all parts of Berlin and its suburbs. Berlin is a beautiful city seen from the air. Landed at 1755 with #2 engine sputtering! And so ends the first 100 missions flown by the 44th Bomb Group.

9. Seven of the 67th aircraft left this base at 0830 hours with the other ships of the 44th to attack the airframe factory at Brandenburg, Germany, and all returned to base at 1600 hours. It was a PFF mission that had unobserved results. Only three enemy aircraft were met and no attacks were made on our formation. The flak was meager and inaccurate according to the 67th records, but the 68th enlarged on this report with, "Due to equipment malfunctions to the PFF ship and other reasons, targets of opportunity were resorted to and the 44th Group was then sent over the Brunswick area. Stiff anti-aircraft fire was encountered with a number of A/C suffering minor damages." 1st Lt. Kenneth G. Jewell lost leg. The 66th Sq. says the target of opportunity was Nienburg??

10. The weather was snafu today so no mission was scheduled. The whole ETO was grounded.

11. A mission was performed today (Wizernes) but the 44th Group did not participate.

12. The Group went on another mission to the "Invasion Coast" with the 67th sending six aircraft and all returned. The target was Siracourt, and sometimes called "Military Installations". It was bombed with unobserved results due to 10/10th clouds, amidst moderate to intense and accurate flak. No enemy aircraft however, were seen. Some of our aircraft suffered damage from the flak. Due to the closing in of the "unusual weather" here at Shipdham our aircraft had to land in southern England at Ford and Thorny Island. One A/C, piloted by Lt. Bowman, 68th, crash-landed with no casualties, but the aircraft itself, #42-7507 X burned. Tom Britton states that the plane crash-landed low on fuel at Freston.

13. No mission scheduled for today so the great majority spent their time returning to base, catching up on repairs, reports and the sundry of other activities that aid the function of a Group.

14. Again, no mission. But the evening hours were livened up by 140 enemy aircraft that operated in four waves over East Anglia and London areas. Our field spent a comparatively sleepless night with the sky ablaze with huge slices of white rays from searchlights that criss-crossed the skies seeking out the enemy intruders.

15. 2nd Lt. Thom was promoted to 1st Lt. Five of the 67th aircraft departed this base with the Group at 0715 hours and returned at 1400 hours. In the meantime they had flown through 9/10th to 10/10th clouds to attack Bomber aircraft component factory as Primary and constructional engineering works both at Brunswick, Germany. Results were unobserved in the face of strong but ineffective attacks by the enemy aircraft. Our fighter support was excellent, which accounts for the "no losses" by the Squadron, but unfortunately the 66th lost one plane, "My Assam Dragon" #42-52332 and piloted by 1st Lt. D.R. Talbott. S/Sgt. H.C. Gasser states. "When we were shot down the FW 190s' came in from the low rear because our ball turret was up (it had been knocked out), so they shot us up pretty badly - setting it on fire. I was the waist gunner on the left side and I could see all the bullets coming into the fuselage on the right side. I had a flak suit on which probably saved my life. I could feel them hitting the suit and grazing my body. I was lucky I got out with only one in my leg below my flak suit". The plane came down east of Zwolle in Holland. Photo of this plane is on page 232.

The 68th report that the flak was a fixed barrage of anti-aircraft fire that was encountered near the target. Though the results of the bombing was unobserved, the city itself was hit.

16. It was a long one today - all the way to Fredrickshafen, Ger-many. Eight 67th aircraft took off with the Group at 0720 hours and seven reached the objective (there being one early return). The bomb run was not visible so no results were observed. The 68th Squadron had the honor to lead the entire Division on this mission, with Capt. Ben Gildart as pilot and Capt. Lehnhausen as Command Pilot. The flak was almost nil against the 44th but it varied against other Groups. Very few aircraft attacks made by the enemy apparently as few were seen. It was said that one reason for little flak was the result of aluminum chaff that was dropped at the I.P., thereby disrupting the enemy's controlled fire technique. Sorrowfully, the 67th had four officers and 37 enlisted men killed in a crash-landing at Woodchurch and all others injured.

67th A/C #42-7549 K "Shark" All KIA

Scarborough, John I.	2nd Lt.	Pilot	Palacios, Texas
Bean, Loren R.	2nd Lt.	Co-pilot	Wichita, Kansas
Edmonds, David	2nd Lt.	Navigator	Whitemarsh, Pa.
Nesbit, Alden C.	2nd Lt.	Bombardier	Magnolia, Arkansas
Muirhead, Edgar P.	S/Sgt.	Engineer	Houston, Texas
Howley, Robert M.	S/Sgt.	Radio Op.	Spokane, Wash.

(Robert J. Stickel severely injured - died later.)

17. A mission to Leipheim was scrubbed; later, another mission was planned for Frankfurt An Main also was scrubbed, also due to unfavorable weather. Several enemy aircraft passed over the field at night without incident.

18. The mission today was to the Manzell Air Armaments at Friedrichshafen and it was a black letter day for the 44th Group. The entire Group lost eight aircraft, due primarily to enemy A/A fire. Nearly all aircraft sustained damages that made it quite difficult for them to reach home base. The results of the bombing were quite good, with the Manzell FW 190 Components plant bearing the brunt of the 44th bombs that formed an excellent pattern on the assigned target. The seven 67th aircraft took off at 0930 hours with one returning early. Six were over the target, but only five returned to England. Four officers and seven of our enlisted men are MIA. Both enemy fighters and enemy flak were much stiffer than the previous mission brought forth. The enemy planes centered their attacks in the target area, with at least one of them being shot down by 68th's gunners. Of the eight planes lost this day, six of them landed in Switzerland, and the 67th plane was one of these, piloted by Lt. Lacombe.

66th A/C #42-7618 C piloted by 1st Lt. G.D. Telford - Interned
 68th A/C #42-100112 Q piloted by 1st Lt. H.R. Nichols - MIA
 68th A/C #42-109800 T piloted by 2nd Lt. E.N. Dyer - Interned
 506th A/C #42-100400 Y piloted by 1st Lt. R.R. Lucas - Interned
 506th A/C #41-29431 Q piloted by 2nd Lt. W.C. Irwin - Interned
 506th A/C #41-29172 T piloted by 1st Lt. R.C. Houghby - MIA
 506th A/C #42-52305 P piloted by 1st Lt. F.L. Albert - MIA and ship named "I'll Be Back"

67th A/C #42-100073 H "Sack Artists"

Lacombe, Raymond J.	1st Lt.	Pilot	Providence, R.I.
Interned; ret'd to duty later			

Tinney, Jack R. Interned	1st Lt.	Co-pilot	Bowie, Texas
Byers, Edgar M. Jr. Interned	1st Lt.	Navigator	Scottsdale, Penna.
Carvour, George W. Interned	1st Lt.	Bombardier	Mansfield, Ohio
Cardenas, Robert L. Interned; ret'd to duty later	Captain	Command P. From 506th Sq.	San Diego, Calif. Now General.
Charochak, Joseph Interned; ret'd to duty later	T/Sgt.	Radio Oper.	San Antonio, Texas
Higley, Glenn O. Interned; ret'd to duty later	T/Sgt.	Engineer	Gaylord, Michigan
Looker, Rollin C. Interned; ret'd to duty 9 Nov 1944	S/Sgt.	Belly Gun	Topeka, Kansas
Hedgelon, Robert P. Interned; ret'd to duty 9 Nov 1944	S/Sgt.	RW Gunner	Honesdale, Penna.
Wallace, James G. Interned; ret'd to duty 9 Nov 1944	S/Sgt.	LW Gunner	New York City, NY.
Flister, Henry O. Interned; ret'd to duty 9 Nov 1944	S/Sgt.	Tail Turret	Edgerton, Wisc.

Lt. Carvour relates that the formation made two passes at the target, the second pass allowed the anti-aircraft gunners to zero in when most of the planes were damaged. Capt. Cardenas said that the ship took a shell in the right wing, weakening it so much that it bent upwards, a dihedral of about 15°. The plane was so badly damaged and on fire so that after being over Switzerland all of the crew were forced to parachute. The plane exploded at so low an altitude that it seared off the top of some trees before crashing. Lt. Carvour said that the flak hits caused insulation to fly about in the nose of the ship looking for all the world like feathers. Lt. Tinney had wounds to his face; Sgt. Charochak was the first to bail out, but Lt. Carvour was first to land.

Also on the above crew was:

Laird, John C. Interned; ret'd to duty later.	Sgt.	Nose Turret	Decatur, Miss.
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The Swiss Government must have felt they were being invaded this day with the arrival of six aircraft of the 44th BG. First, it was the arrival of A/C #42-100073 NB H crashing at Fehraltdorf. Secondly, was ship #42-100112 WQ-Q, a 68th plane, which landed at Dietschwil at 1505 hours. Third to appear was A/C #41-29431 GJ-Q, a 506th plane which landed at Dubendorf at 1518 hours.

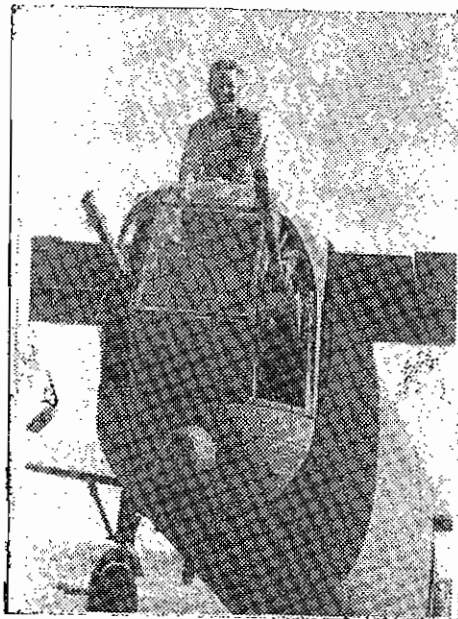
The next A/C to arrive was that of Lt Dyer of the 68th Squadron, A/C #42-109800 WQ-T that landed at Dubendorf at 1520 hours. Following him four minutes later was 1st Lt. George D. Telford, 66th Squadron, flying aircraft #42-7618 QK-C. And last to arrive that day was 1st Lt. Robert R. Lucas in A/C #42-100400 GJ-Y from the 506th Squadron. He, as well as Lt. Telford landed at Dubendorf, and his arrival time was 1538 hours.

The Missing Air Crew Report for Lt. Lucas is a bit unusual and probably accounts for his being the last to land. It states in part, "Just after bombs away at 1446 hours this aircraft peeled off formation under control and started across Lake Constance for Switzerland. It then turned back towards Germany and was last seen going down at 1500 hours over Germany."

A final recount of losses on this date: Of the eight aircraft that the Group lost this date, two went down over Germany with 13 of the 20 men becoming POWs. In the six planes that succeeded in landing on Swiss soil, all 62 men survived and several of them were successful in "escaping" and later returning to duty at Ship-dham.

As a matter of interest, the 44th Bomb Group had more aircraft land in Switzerland than any other organization. We had a total of nine. In addition to the six listed above, Lt. R.C. Griffith landed on 13 April, 1944 in A/C #42-100330 NB-L, from the 67th Sq; following him on 21 July 1944 was a double-featured event of Lts. Tofte and Anderson. Tofte piloted A/C #42-95226 WQ-C, landing at Dubendorf at 1129 hours, while Anderson flew A/C #42-110049 WQ-A, landing at Silberplatte at 1210 hours.

On the March 6th raid on Berlin the aircraft that Sgt. Nutter was flying on experienced a malfunction of the bomb racks which caused one lower 500 lb bomb not to release and the two bombs above it dropped and wedged themselves against the side of the bay. Sgt. Nutter bravely worked his way out of the catwalk and was successful in dislodging that log jam of 500 lb bombs. Had he not done so it would have been too dangerous to attempt a landing, and the ship probably would have had to be abandoned over the sea. For this courageous act, Sgt. Nutter was given the DFC.



Tail Gunner S/Sgt. Frank A. Maruszewski is a bit out of position on this one. Frank was lost 16 Aug 43.

19. No mission was scheduled for today - stand-down. Major W.R. Cameron was assigned to Headquarters, 44th Bomb Group. 2nd Lts. Fitzgerald and Barzilauskas from duty to DS.

20. Another stand-down today.

21. Major Cameron and Capt. Williams were transferred to Headquarters, 44th BG; Major Robert E. Kolliner assumed command of the Squadron; and Capt. Robert E. Felber joined, becoming the Squadron Operations Officer. Capt. Karl T. Grube was assigned and became Squadron Executive.

The Pas-de-Calais area (Watten) was today's target with 6 of the 67th's planes going over and back safely. Bombing was by PFF system, as usual unobserved results. Only meager to moderate flak was met, with a few planes having minor damage. The 44th was one of three Groups to hit Watten. Sgt. Chase has appropriate response to this type of mission: "Some missions were of shorter duration and proved less difficult than others... But anytime anyone is shooting 88s and 110s at you, 'meager flak' is a term that can only be applied when the final shell explodes near your ship and your name is not on it."

22. Six of the 67th planes joined with the others of the 44th to participate in a mammoth bombardment of Basdorf (Primary), near Berlin, but weather conditions forced the PFF system to be used, so Berlin was hit instead with unobserved results. Take-off was at 0815 hours and the Group returned at 1645 hours. The flak over the city was intense and accurate, both predictor control fire and barrage fire type. Many of the Group's planes received flak damage. Fighter support was excellent and no enemy aircraft were sighted. A total of 657 heavy bombers participated in the raid. Sgt. Chase: "It was a long day; up hours before dawn; breakfast; briefing; pre-flight; 8½ hours in flight dodging your own aircraft on climb-out through the clouds; sucking in your breath as shards of 88s and 110s pierce your ship's thin, olive-drab skin; checking the configuration of fighters to determine if they are bandits or Little Friends; hoping that the oil pressure of number 4 engine doesn't drop any lower and possibly force your ship to be a straggler for E/A to prey upon -- all keeps the adrenalin surging. And it was on this mission that, as I straddled the catwalk during the bomb run and pressed the bomb bay anti-creep lever, a chunk of shrapnel ripped through my bunny suit, nearly making an instant soprano of me as it shorted out my suit. It was a cold flight home."

23. It was another PFF mission today for an airfield near Osna-bruck and Bransche, Germany. There was very little flak encountered and no enemy aircraft were seen by the Group. The fighter support, luckily was almost completely lacking, probably due to the very adverse weather conditions that prevailed. Take-off was at 0630 with eight of the 67th aircraft with the 44th formation, bombing altitude of 21,000 feet with 52 x 100 lb oil bombs. It was 10/10th clouds over target and bombs were away at 1029 hours after a 15 minute bomb run. Results of bombing unobserved but reported to have been good with an excellent pattern of bombs on the airdrome.

24. The primary target for today was Metz, Germany, but due to cloud conditions the secondary target, St. Dizier/Robinson A/D. France was attacked with excellent, visual bombing. All of the vital installations of the field except for one barracks area and

one dispersal area were covered with bomb bursts. The 67th Sq. sent nine aircraft, taking off at 0630 hours, reached the target and back at 1315. There was some inaccurate flak encountered; and fighter support was good, being P-38s. For a change, it was a milk run.

1st Lts. Cookus and Parks were promoted to Captaincy as of the 23rd. Today the squadron operations passed on the news that each crewman must now fly thirty missions, not 25, before his tour of combat was over. Needless to say, this was disturbing news to all.

25. Nothing doing today.

26. 1st Lt. Lawrence V. Kannenberg was assigned from the 14th Combat Bomb Wing and assumed duties as Squadron Adjutant. Yesterday Captain Wayne H. Middleton was assigned from the 506th Sq. A mission to Oscherleben, Germany was scheduled early today but was scrubbed, and a shorter mission to Petit-Bois-Tillencourt was substituted. The 67th sent 10 aircraft which bombed and returned safely. The target area was clear and the 44th bombed visually with good results. The A/A fire in the target area was moderate to heavy and very accurate, with many ships of the 44th receiving minor damage. Take-off was at 1200 hours after an 1100 briefing to bomb a secret installation in the woods south of Abbeville - a "no-ball" mission. But it was another long bomb run - too long. Lt. Mercer's ship was hit twice, one through the astral dome, and one through their passing lights on the left wing. Sgt. Chase says that, "Damn, the Jerries are getting more accurate each day. Majority of the A/A shells burst just below us. I took off my flak jacket, sat on it and promised I'd go to chapel next Sunday - if He'd let me." Capt. Aldridge led the second section.

27. Today was one of the longest missions that has been flown by this Group. The target was Mont De Marsan Airdrome located almost on the Spanish border. At this base are stationed long-range reconnaissance German aircraft. The 67th sent 10 planes along with the 44th formation, taking off at 0930 hours, reached the objective and completed the mission. The airdrome was hit visually with bomb loads of 12 x 500 lb bombs and with good results. The A/A fire was moderate and accurate, predictor control, causing the loss of one plane each by the 66th and 67th Squadrons. The 66th A/C #42-109836 piloted by 1st Lt. R.E. Harleman was hit by flak, left formation at 1438 hours with one engine out and under control, but only four men survived. The 67th plane developed engine trouble also and was forced to head for Spain. All members of the crew parachuted to safety and were interned, later to escape. The fighter support was excellent and no enemy aircraft were seen.

67th A/C #41-29554 J

Hess, Harold F.	1st Lt.	Pilot	Terra Haute, Ind.
Binswanger, Walter M.	2bd Kt,	Co-pilot	San Diego, Calif.
Peck, Floyd C.	2nd Lt.	Navigator	Watten, Penna.
Fisher, Albert R. Jr.	2nd Lt.	Bombardier	Hollis, New York
Christopher, Anthony J.	S/Sgt.	Engineer	Ipswich, Mass.
Black, Peter E.	S/Sgt.	Radio Oper	New Hyde Park, NY.
Holladay, Fred R.	S/Sgt.	LW Gunner	Tulsa, Oklahoma
Bailey, Clark G.	S/Sgt.	RW Gunner	Linworth, Ohio
Bednar, Adam B.	Sgt.	Ball Tur.	Unknown
Butler, John M.	Sgt.	Tail Tur.	Tifton, Georgia

T/Sgt. Kipnes' diary adds this to the mission:

"Take-off at 0930 after a two hour delay. Target was an enemy training field 65 miles south of Bordeaux. Bomb load was 12 x 500 lb. Left English coast at Beachy Head, cut across the Brest peninsula and flew over the Bay of Biscay until we reached the Pyrenees mountains; then turned east into target. Could see Spain as clear as day and the Pyrenees mountains looked like a picture postcard with it's snow capped topping. Very little flak until we hit target - then all hell broke loose. Flak hits all over the ship, but miraculously, no one was hit. "Buttons" had a close call when a piece of flak came through his top turret, hit his intercom earphone and then buried itself in part of the gun turret. Other ships in our formation were hit even worse. Lt. Hess and crew must have been shot up badly for they left our formation and were last seen heading for Spain. Bombing results were excellent. Our old ship really surprised us as it was her 32nd mission and she performed beautifully. We hope we are still flying her on her 50th mission. (Note: M/Sgt. Frank Chowanski's ship 'Lil Cookie' later became assembly ship for 489th B.G.) We have flown four missions in five days and it is beginning to take its toll. I never thought I could ever feel this tired - I am even too tired to be frightened anymore."

The weather back in England was very 'unfavorable' on the return from this mission and 506th A/C #42-100107 was reported to have crash-landed in Sussex.

28. All quiet.

29. No mission scheduled for today - a stand-down.

30. A mission was planned for Berlin today but was scrubbed. Later, another mission to Landsburg and Lech was planned and too, was later scrubbed. The monotony of the two previous days was interrupted by enemy aircraft over East Anglia. The E/A came over about 0430 hours but dropped no bombs on the airdrome. However, nearby areas were hit.

31. Ludwigshafen, Germany was the intended target, but the mission was scrubbed due to poor weather.

Major Kolliner was succeeded by Capt. Felber as Squadron Commander in the 67th Squadron.

It is evident that the Nazi air power is now being carefully hoarded or that the air power is being conserved for the bigger days that the Nazis know are in store for them. Of the sixteen missions of the month, seven targets were hit with unobserved results, while two accredited missions were made without any bombs having been dropped. The balance of targets attacked were hit with the following results: Two were hit with excellent results; three with good results; and two with fair results.

During the months of April and May, with the invasion of the continent expected almost daily, the Squadron was called upon to strike at the Luftwaffe both in the air and on the ground. This required deep penetration into Germany and the home bases of the dwindling forces of the once mighty Nazi Air Force. Not only the airfields themselves, but the assembly and manufacturing plants as well, felt the might of the stepped up bombing program as an all-out effort was made to crush the power which Field Marshall Goering had wielded so ruthlessly in the past. If only a crippling blow could be dealt the Luftwaffe, the inevitable carnage on "D" Day would be reduced to a minimum. It was not an easy task to perform and the valorous crews of the 44th soared forth into battle on thirty-two separate occasions (12 in April), putting two hundred and seventeen aircraft over their targets in these two months; losing but seven of our craft. At least ten of the Nazi pilots who broke through supporting fighter cover fell before the blazing guns of the Group.

1st Lt. Matthew J. Gatti joined the Squadron today, April 1. Also Capt. William H. Weaver from duty to DS, RAF Hygate Station. S-2.

April Fool's Day brought forth a mission that was to be a most unfortunate one for the Group. Generally, adverse weather was met by the planes on their way to the target - Grafenhausen, Germany. Some planes dropped their bombs on this target, while others, due to navigational difficulties, dropped theirs on the Swiss city of Scraffhausen, literally an island of Swiss territory surrounded by Germany. The leader of the 506th Squadron's planes was cognizant of the situation and was apprehensive of his position when he realized that the formation was looking for a target of opportunity. His awareness was well justified and his section did not participate in the mistaken bombing. This was a most regrettable incident which marred the day's operation and caused grave concern in the Group and of course, added to the worries of our State Department.

The 8th of April brought to the 44th the most losses of planes and personnel so far in the war - more than Ploesti and Weiner Neustadt raids from North Africa. Eleven planes and crews went down over Europe in a short span of time. 1st Lt. Arthur C. Stanton, bombardier on 1st Lt. J. Wind's aircraft (Southern Comfort #2) and flying their first mission relates: "To make a long story short, the 44th lost 11 B-24s in one enemy fighter pass over Brunswick ala 12 O'Clock High, wing tip to wing tip and out of the sun. I believe the plane I was flying in was Southern Comfort II.* We lost an engine over the target, got the XXXX shot out of us over Hannover by flak on the way home, had a flat tire on landing, ran off the runway to the left and, I believe, the nose wheel collapsed." Next morning Lt. Stanton learned that the ground crew had found an unexploded 20 mm shell in the gas tank!! "Some beginning"!!

* - Photo of Southern Comfort II on page 181.

SIXTY SEVENTH BOMBARDMENT SQUADRON (H) ARMY AIR FORCES
OFFICE OF THE SQUADRON COMMANDER
AAF STATION 115 APO 558

2 April 1944

SQUADRON ORDER)

NUMBER 9)

1. All previous orders in conflict with the following assignments are hereby revoked.

2. The following assignments become effective this date:

<u>ASSIGNMENT</u>	<u>NAME</u>	<u>RANK</u>	<u>ASN</u>
EXECUTIVE OFFICER	KARL T. GRUBE	Capt	0-387750
ADJUTANT	MATTHEW J. GATTI	1st Lt	0-1894579
QM SUPPLY, MESS & M.I.A.	JAMES W. VAN KOTEN	1st Lt	0-449139
INTELLIGENCE OFFICER	WILLIAM H. WEAVER	Capt	0-562296
ASST INTELLIGENCE OFFICER	ROBERT L. ELLISON	2nd Lt	0-571575
ASST INTELL. & PHOTO OFFICER	HUGH R. LONG	1st Lt	0-563667
OPERATIONS OFFICER	WAYNE H. MIDDLETON	Capt	0-736548
ENGINEERING OFFICER	ABBOTT T. FENN	1st Lt	0-857804
ASST ENGINEERING OFFICER	ROBERT S. VOORHEES	2nd Lt	0-861351
COMMUNICATIONS OFFICER	DONALD J. BERRY	2nd Lt	0-857351
ASST COMM & CRYPTOGRAPHIC OFF	JOSEPH M. FITZGERALD, JR.	2nd Lt	0-861053
ARM, BSM, AFCE & TURRET OFFICER	HAROLD H. SANBURG	Capt	0-854446
ASST ARMAMENT & CHEMICAL OFF	LUTHER E. CLOXTON	2nd Lt	0-859741
EQUIPMENT OFFICER	EDWARD D. BARZILAIUSKAS	2nd Lt	0-733782
FLIGHT SURGEON	CYRUS L. WORRALL	Capt	0-417768
ORDNANCE OFFICER & TRANSPORT	HOWARD G. NEWMAN	1st Lt	0-1552945

ROBERT E. FELBER
Captain, Air Corps,
Commanding.

Distribution:
1-Each of above
1-File

1. The "Fool's Day" was an unfortunate day for the Group. A neutral country was accidentally bombed because of adverse weather conditions and navigational difficulties. Grafenhausen, Germany was the target for 25 of the Group's aircraft (6 were 67th) and nine planes did manage to hit this primary. Capt. Martin, 68th, was lead pilot of the Group, but the second element was that which bombed Schaffhausen, Switzerland. Neither flak or enemy aircraft were encountered on this mission, and our planes returned at 1415 hours. The 66th Squadron reports that the bombs falling on Switzerland fell in a wooded area about three miles southeast of the Swiss city; others appeared to hit along the river front, in the railway yards, a small factory district, and a few hits on a large plant across the river from the town.
 2. No mission scheduled for today.
 3. Again, no mission while crews participated in ground training.
 4. A repeat of yesterday - crews scheduled for lectures and ground training. Squadron meetings to announce new procedures: no more furloughs, no 48-hour passes -- no nothing!
 5. For the fourth day straight, no mission scheduled. There was an attack on Siracourt, France, but the 44th BG was not included.
 6. This day brought a rather unusual mission in our midst. The Group sent out only two ships - one G-H ship piloted by Major Jansen and one from the 66th Sq. - to a military installation $1\frac{1}{2}$ mile W.S.W of Watten, France, in the Pas-de-Calais area. Bombing results were unobserved but successful even though it was small. It seems that five groups participated with a total of 12 ships! Meantime, at home base, six 67th planes took part in a Group practice mission.
 7. Again, a mission to France - Wizerness - but the 44th did not participate. It appears that the entire mission was scrubbed. But the 44th again scheduled a practice mission, formation flying, two sections of 12 ships each. Lt. Mercer and crew flew in their old plane but newly christened "L'il Cookie" named in honor of Lt. Mercer's new baby daughter.
 8. The 8th brought an ill-fated day for the Group - one of its worst so far as losses were concerned. On this mission briefed for Brunswick, Germany as primary eleven planes were lost to both flak and heavy fighter attacks. The 506th lost five, the 68th lost three, 67th lost two and the 66th one. The 44th sent out 38 aircraft (8 were 67th) with only 27 actually bombing. Take-off was at 0945 hours and return at 1625 hours. The Primary, Brunswick, as well as the secondary were obscured by a smoke screen, so a target of opportunity Langenhagen A/D, was bombed instead. Bombing results were fair, with hits seen on the hangers on the northern end of the field. Claims of the Group were: 12 E/A destroyed, 6 probable and 1 damaged. Group Commander Colonel Gibson was Command Pilot leading the Group's formation and the 68th squadron reported bombing as "excellent".
- Losses:
- | | | | | | |
|---------------------|---|------------------------------------|---|-----|------|
| 66th A/C #42-99996 | W | piloted by 2nd Lt. W.M. Richardson | - | all | KIA. |
| 68th A/C #42-110020 | Z | piloted by 2nd Lt. W.B. Altemus | - | 7 | KIA |
| 68th A/C #42-99987 | S | piloted by 2nd Lt. W.H. Barry | | 1 | KIA |
| 68th A/C #42-109822 | O | piloted by 1st Lt. R.H. Townsend | | 5 | KIA |

506th A/C #42-109827 Q piloted by 2nd Lt. D.L. Sprinkle - 6 KIA
 506th A/C #42-73506 X piloted by 1st Lt. G.W. Johnson - 1 KIA
 506th A/C #42-100423 piloted by 2nd Lt. J.M. Winn - All POW
 506th A/C #41-29153 L piloted by 1st Lt. R.H. Marx - All POW
 506th A/C #42-110023 piloted by 2nd Lt. E.A. Herzing - All POW

67th A/C #42-110083 X

Mayes, Robert A.	2nd Lt.	Pilot	San Antonio, Texas
Unreported; later KIA			
Russell, James F.	2nd Lt.	Co-pilot	Ashville, N.C.
Unreported; later KIA			
Russell, Robert P.	2nd Lt.	Navigator	Ashville, N.C.?
Unreported; later KIA			
Plaszczykowski, Edmund M.	2 Lt.	Bombardier	Chicago, Illinois
Unreported; later KIA			
O'Neal, Charles E.	S/Sgt.	Engineer	Cumberland, Maryland
Unreported; later KIA			
Siegert, Paul C.	S/Sgt.	Radio Oper	Toganoxie, Kansas
Unreported; later KIA			
Logan, Donald J.	Sgt.	LW Gunner	Peru, Indiana
Unreported; later KIA			
Thomas, Archie M.	Sgt.	RW Gunner	Palestine, Texas
Officially reported POW			
Burk, William J.	Sgt.	Tail Tur.	Talladega, Ala.
Unreported; later KIA			
Newton, Robert J.	Sgt.	Ball Tur.	Burlington, Vt.
Unreported; later KIA			

Sgt. Thomas was the only one to parachute and then only at an altitude of approximately 400 feet. Plane spun all the way down.

67th A/C #42-7767 C

Thom, George J.	1st Lt.	Pilot	Burlington, Wisc.
Officially reported POW			
Abad, Anthony J.	2nd Lt.	Co-pilot	San Francisco, CA.
Officially reported POW			
Gille, Gerald G.	1st Lt.	Navigator	Quincy, Illinois
Officially reported POW			
Alcott, Russell J.	2nd Lt.	Bombardier	Houston, Texas
Officially reported POW			
Kowalski, Andrew A.	T/Sgt.	Engineer	Reading, Penna.
Officially reported POW			
Johnson, Alvin D.	T/Sgt.	Radio Oper	Hastings, Neb.
Officially reported POW			
Knotts, Loyes H.	S/Sgt.	LW Gunner	Waynesburg, La.
Officially reported POW			
Proulx, Earl D.	S/Sgt.	RW Gunner	Tacoma, Washington
Officially reported POW			
Smilanich, Bronko	S/Sgt.	Tail Tur.	East Hibbing, Minn.
Officially reported POW			
Meinke, Harvey H.	S/Sgt.	Ball Tur.	Elmwood Park, Il.
Officially reported POW			

2nd Lt. Max Finesmith, Navigator on Lt. Winn's crew, reported that the formation was supposed to get fighter support at rendezvous point, but they never showed up. His ship hit by FW 190s in port engines and fire broke out. All bailed out safely, last one at about 5,000 feet.

Lt. Guy W. Johnson, pilot of 42-73506, managed to parachute safely from his stricken aircraft, but when he tried to surrender on the ground, saying word to the effect, "Don't shoot - I surrender" he was shot and killed. In fact, the entire crew were being shot at by small arms fire as they descended in their parachutes.

S/Sgts. Fong and Boyd completed their tour and were transferred to 12th RCD. Captain Frank D. Slough, formerly 506th pilot and Ploesti veteran, transferred in from 44th BG Headquarters.

9. Tutow Airdrome, Germany was the scheduled target for today but very unfavorable weather confronted the formation so a recall was issued. Some of the planes dropped their bombs before the recall was issued. The results were believed to have been good as fires were seen burning even though observations were hampered by poor weather conditions. Very heavy flak and enemy aircraft attacks were experienced by the Group with the 68th losing one plane to enemy aircraft, A/C #42-72858 U "Pistol Packin Mama". This aircraft landed at Bulltofta, Sweden with damage to wings and nose. The pilot was 1st Lt. Hiram C. Palmer, 68th Sq. Photographs showed many fires burning, good concentrations were placed on the main installations, barracks and minor workshops. It is estimated that 15 to 25 enemy aircraft were encountered and claims of two E/A destroyed and two probable were made.

10. No mission was scheduled for today. S/Sgt. Chamberlain, who completed operational tour, transferred in grade to 12th RCD. 51 enlisted men transferred in grade to the 506th Bomb Squadron to form part of a new Squadron. 28 enlisted men assigned from Headquarters, 2nd Bomb Division.

11. For the third straight time fierce enemy opposition from the air and from the ground was experienced by the 44th Group on a mission to a Junkers aircraft assembly plant in Bernberg, Germany. Eight 67th A/C took off with the Group at 0730 hours but only three 67th reached the objective, bombed and returned at 1415 hours. Returning early included the crew of Lt. Mercer due to mechanical problems. Over the Zuider Zee and into Denmark the landing gear kept creeping down - then #1 and #4 turbos went out. Luckily, a P-47 pickup them up and escorted them all the way back to England. The target was hit by 240 x 23 lb fragmentation bombs per plane with good results. The Group claimed four enemy aircraft that made determined and aggressive attacks. T/Sgt. Dalton R. Burrier, S/Sgt. Rinaldo, T/Sgt. Erskin and S/Sgt. Kennedy were all credited with kills. Lt. Money & crew lost - 506th.

12. 2nd Lts. Church, Kessler, Mercer, Rising and Wahler all promoted to 1st Lts.

Six of the 67th aircraft took off at 0950 hours along with like numbers from the other squadrons to attack Zwickau and/or Schweinfurt, Germany but the mission was recalled due to the extremely adverse weather conditions. All planes returned to base at 1630 hours after experiencing meager to moderate, accurate to inaccurate flak and several E/A attacks. The mission was delayed for 2 hours before take-off, was changed from Zwickau to Schweinfurt at take-off and before the formation reached the French coast a change was made back to Zwickau. About 50 minutes from target, in the vicinity of Kassel a recall was received. Sgt. Kipnes states, "While making our turn, "J" ship, piloted by Lt. Mueller collided with our (Lt. Mercer's) rudder. It wasn't serious but it gave us quite a scare. After the collision we hit the prop wash of the

planes in front of us. Both Lt. Mercer and Church had to fight the controls to keep the ship flying steady. Despite the damaged rudder, Lt. Mercer made a perfect landing. On this mission we carried a photographer who worked the cameras from the waist."

13. 1st Lt. James C. Owens joined from Hq. 44th BG. (Or 68th?) A fighter plant in Germany was the target at Lechfeld. The twin-engine fighter plants and GAF airfield adjoining were hit visually with good results. Eight 67th aircraft took off at 1030 hours, one ship returned early, with the remaining seven reaching the target, bombing and six returned to base at 1830 hours. One aircraft, #330 was missing in action, pilot R.C. Griffith of the one-wheel landing fame, was forced to land in Switzerland. Generally, weak fighter opposition was met, while moderate and accurate flak was experienced by the Group. The Group only put up 17 ships, 14 of them hit the target which was deep in the southern part of Germany near the Swiss border.

One of the 67th ships returning early was Lt. Mercer's - "As we crossed the French coast our four superchargers went out. Had to drop out of formation and return our bomb load of 12 x 500 at 1330 hours. Our ship "L'il Cookie" has been acting up lately."

67th A/C #42-100330 L Entire crew Interned in Switzerland

Griffith, Rockford C.	1st Lt.	Pilot	Ft. Worth, Texas
Tinsman, William	1st Lt.	Co-pilot	Newton, Penna.
Jackson, Ralph B.	2nd Lt.	Navigator	New York City, NY.
Hoerl, Norbert A.	1st Lt.	Bombardier	Houston, Texas
Parrish, Earl J.	T/Sgt.	Engineer	Freedom, Indiana
Clark, Forrest S.	S/Sgt.	Radio Oper.	Caldwell, New York
Marion, Sid T.	S/Sgt.	Gunner, LW	Asheboro, N. Car.
Harmon, Harold P.	S/Sgt.	Gunner, RW	Gorham, Maine
Bartey, Forrest E.	S/Sgt.	Gunner, Tail	Rosenberg, Texas
Strutz, George J.	S/Sgt.	Gunner, Ball	Rochester, N.Y.

Records indicate that Sgt. Bartay returned to duty 6 Oct 1944.

At the Shipdham base rumors were flying because the entire base personnel were restricted. No one could leave the base for any reason - and they stressed the point. But nothing happened!

14. Weather was on the rampage again, and after three deep penetrations into Germany, the crews were given a much needed rest. Lectures and ground training were in effect.

15. No mission was scheduled for today as again the weather was poor. Capt. Charles E. Hughes was assigned and joined the 66th Squadron.

16. Two new combat crews assigned to the 67th Squadron.

17. For the fourth day in succession no mission due to poor weather. Ground training only. Today the payroll was signed - that was an event itself.

18. Brandenburg Airdrome 35 miles south of Berlin was the intended target today but due to the cloud covered conditions at

this target, Cuxhaven, Germany was hit visually with very poor results. The 67th sent six aircraft of the 24 in the 44th formation. They took off at 1000 hours with bomb loads of 52 x 100 lbs, but two of the 67th returned early. Again it was Lt. Mercer in "L'il Cookie" as the engines would start to vibrate as soon as 15,000 ft was reached - supercharger trouble. The primary target was Brandenburg A/D visual; secondary Berlin PFF; but the Group bombed targets of opportunity with 21 planes at Rathenow and Cuxhaven. Moderate flak and weak fighter opposition was encountered. Bombing results were very good at both targets. The crew of Lt. Perry was relieved from assignment on the 16th and assigned to the 15th Air Force in Africa after having completed 15 missions with us. Two new combat crews assigned.

19. Today the 67th squadron put up eight aircraft (27 for the 44th), taking off at 0645 hours with bomb loads of 12 x 500 lbs. Gutersloh, located 28 miles east of Munster with its airfield $3\frac{1}{2}$ miles NE of the town was the primary target and it was attacked with good results. Flak and A/A fire was weak and ineffective and few enemy aircraft were seen. All 27 planes bombed and returned to base at 1315 hours. All in all, it was a milk run. This mission was the first flown by our new model "H" plane, "Glory Bee" C. She was destined to complete the war and return to the States. (Photo p.255)
Twelve enemy aircraft were over England last night but little damage was done.

20. A short, late mission to the now famous Pas-de-Calais area, Marquise/Mimoyecques being the intended target, but the aircraft were recalled before the bombs were dropped. Take-off was at 1600 hours for 26 of the 44th planes (8 of them 67th's) and returned at 2000 hours. Flak ranged from moderate and inaccurate to moderate accurate, with several planes experiencing minor damage. In the target area 6/10 to 7/10ths cumulus clouds at 7,000 feet obscured the target for bombing.

The GAF sent approximately 40 enemy aircraft over England. Our field was bombed and strafed, with no casualties and only minor damage. M/Sgt. Nelson's ship narrowly escaped damage and crew injury when the strafing aircraft placed machine gun bullets all around it, but no hits.

The 66th Squadron held a meeting where Major Kahl announced that their squadron airplanes had been transferred to the various squadrons on the field and that the 66th would consist of PFF ships only; and that their men would be trained to handle their new jobs on these ships. Also, 30 missions were required to earn the Legion of Merit, but more than this number is desired if possible.

21. The 67th Squadron scheduled eleven planes for an operational mission to central Germany - Zwickau. It was a repair factory for FW 190s of high priority. The secondary was Brux, a very high priority oil refinery, but the mission was recalled due to bad weather. No sortie credit was given. Back to base at 1700 hours. On the return Lt. Mercer's plane suddenly developed some smoke that appeared to come from the bomb bay - which was still loaded with fragmentation bombs. The Engineer was notified who ripped off his oxygen mask and helmet and started investigating. Sgt. Kipnes, Radio Operator grabbed a fire extinguisher. Kipnes says, "The extinguisher accidentally went off and I could not stop the flow of liquid. By the time Buttons located the trouble and returned to the flight deck I was still trying to shut the darn thing off. I finally gave up in disgust and dropped the extin-

guisher in the bomb bays where it expired. The navigator's "Gee Box" had shorted, causing all the smoke with no serious damage." 68th's Lt. Havens crashed. 8 killed, 2 injured.

22. The 67th Squadron scheduled ten planes for a mission to the Marshalling Yards at Hamm, Germany. 27 of the 44th ships were off at 1615 hours and returned at 2200 hours. Two planes returned early, so 25 went over the target and bombed with good results. Enemy aircraft were few but the 68th Squadron claimed one as destroyed. Flak was moderate but rather inaccurate. This target was selected as this is the busiest and largest marshalling yard dealing with general traffic in Germany. But on the return to England other Groups experienced German aircraft following them in the evening dusk, hindering their landing. The E/A were difficult to spot and several B-24s were shot down by the Germans - and also possibly by the flak that was temporarily being thrown up at the intruders. This is the first time that such a situation has occurred, with our planes returning near dusk and having to turn on the landing lights. It was not done again. Approximately 20 E/A were involved, making attacks lasting about 45 minutes. Seven B-24s were shot down and eight sustained minor damages, two with major damages. No 44th craft was involved.

The 66th Squadron transferred approximately 134 officers and enlisted men to the other squadrons on the base, and 20 transferred into the squadron.

23. Ground training for the combat crews was conducted after the intended mission to Zwickau was scrubbed. This evening officers who had eaten the evening meal at the combat officer's mess began suffering what seemed to be Ptomaine poisoning.

24. Leipheim was to be the target today for the 44th Group but all parts pertaining to the 44th BG were scrubbed. A large number of combat officers were too ill.

25. Ptomaine poisoning again kept the 44th BG grounded and Lt. Rider, mess officer was presented with the Iron Cross - an act of comedy and sarcasm.

26. The 67th was set up for Group Lead today with 10 aircraft, Capt. Aldridge was the lead pilot and Lt. Col. Hodge as Command Pilot. The Group sent 27 planes to attack the target at Gutersloh, Germany, but 10/10th clouds prevented release of bombs. Flak was very inaccurate, barrage-type; very few E/A were seen. Fighter support was excellent. There were no claims and no losses.

27. DOUBLE-HEADER DAY!!

The long-threatened two-mission-a-day finally became a reality. There were six of the Group's planes that made both missions. The first mission was to Moyenneville, France, primary, in the morning with 20 planes taking part (8 from the 67th) and the 67th lost one plane. Seven 67th planes returned to base at 1115 hours. Bombing results were good as the MPI was covered. The afternoon job was the Marshalling Yards at Chalons-Sur-Marne, France, this time with 25 of the 44th ships (9 of them 67th). Some of our crews made both missions. All nine of the 67th Squadrons's ships were over the target and returned safely with good bombing results. Return was at 2100 - dusk.

In the morning's mission the flak was moderate, intense, accurate and hitting Lt. Clarey's ship. On the second trip flak was moderately accurate with many of the 44th planes sustaining battle damage. Fighter support was excellent. To say the least, the entire Group had a busy day.

Sgt. Kipnes relates, "Quite unexpectedly operation called another briefing at 1330. We were scheduled in our new ship C which we have just named "Glory Bee". I did not hear about the briefing. So Major Felber, our squadron commander, came and picked me up in a jeep and brought me directly to our plane. When we arrived at the dispersal area, the engines were already warming up and the crew was preparing for taxiing. Very little flak into target, but plenty on the way out. We were lucky -- no hits on our new ship. Glad this one is over as this was my 13th mission. Really, I am not superstitious, but I am still glad it's behind me. Bomb results very good - bomb load 12 x 500 lbs."

67th A/C #41-29467 X

Clarey, Howard A. Jr.	1st Lt.	Pilot	Yardley, Penna.
Unreported; later KIA			
Rhodes, Carl E.	2nd Lt.	Co-pilot	Birmingham, Ala.
Unreported; later KIA			
Forest, George W.	2nd Lt.	Navigator	Upper Darby, Pa.
Unreported; later KIA			
Hinkle, Glenn E.	2nd Lt.	Bombardier	Burlingame, Cal.
Unreported; later KIA			
Shirley, Raymond	S/Sgt.	Engineer	Lexington, Ky.
Officially reported POW			
Chagnon, Paul	S/Sgt.	Radio Oper	Salem, Mass.
Officially reported POW			
Phillips, Allen W.	S/Sgt.	LW Gunner	Richmond Hill, N.Y.
Unreported; later KIA			
Rieger, Martin A.	S/Sgt.	RW Gunner	New York City, NY.
Unreported; later KIA			
Youse, Charles M.	Sgt.	Tail Tur.	Sunbury, Penna.
Unreported; later KIA			
Lytle, Leslie L.	Sgt.	Nose Tur.	Portland, Oregon
Unreported; later KIA			

This aircraft was observed to have received a direct hit by flak on its #3 & #4 engines. The right wing fell off and A/C tipped on its left wing and started down in a tight spiral. It became enveloped in flames and exploded. No chutes seen.

28. No mission today.

29. The battle of Berlin was resumed today when the Group was ordered to the German capitol. The Group put up 21 ships (8 were 67th) with take-off at 0730 hours. All planes were over the target and bombed, but three of the Group's planes failed to return to base. (1730 hours). Three of the 67th gunners claim destroyed E/A: T/Sgt. Boman, 2nd Lt. Olpin and F/O Klemer, flying as a tail gunner, all claimed one FW 190 each. The formation encountered moderate to intense flak and approximately 30 enemy aircraft. Crews reported a good pattern of bombs, but due to an undercast results were partially unseen.

Sgt. Kipnes reports that, "Ship--Glory Bee. Target, underground railway in the heart of Berlin. About 40 to 50 FW 190s and Me 109s attacked us persistently from the time we hit Berlin to the time we left enemy territory. Flak was extremely heavy over the target and spasmodic along the way. Our fighter support was fair, as the

44th. had an escort to the target but our fighters had to drop out because of fuel consumption. We then had to make the return trip unescorted. Many of the stragglers were picked off by enemy fighters. This day S-2 announced that the 8th AF lost 62 bombers. Our crew saw five bombers go down. Our prop (#1) ran away right over Berlin and we had to feather the engine. We sweated out gas consumption on the way back. We feared that we might possibly have to ditch in the North Sea. I sent an SOS for air-sea rescue, but could not get an acknowledgement as there were so many SOS calls being made. We did make the English coast and dropped in for a landing at the first field we saw. It was the 93rd BG at Hardwick. We landed with #2 and #3 tanks practically bone dry at 1525. Every one of our gunners got in quite a few shots at enemy fighters but made no claims".

2nd Lt. R.J. Hruby, 506th squadron, was not quite so fortunate. His aircraft #41-29513? was damaged by flak in the target area, too, and it is believed this caused a leak in either the main gas tank or gas line. The plane further had problems with #4 prop governor, and #2 engine was surging as much as 600 RPM. Despite the fact that the engineer reported all gauges registered empty on leaving the coast, Lt. Hruby determined to complete the mission and bring his aircraft and crew back. All possible equipment was thrown over-board, all engines were put on cross-feed to keep them running as long as possible. The crew took their ditching positions, but they could not contact air-sea rescue. Flying at 5500 feet and the English coast barely in view, all four engines quit. Ditching came off without a hitch, the nose buried itself for a few seconds and the plane came to rest with no visible damage. Not even the plexiglass in the nose turret was broken! The crew was uninjured. The plane sank in 15 minutes while the crew floated in their rafts for ½ hour before picked up by a British mine-sweeper.

68th A/C #42-29471 X piloted by 2nd Lt. G.H. Sweigart - 3 POW

67th A/C #42-100279 I "Tuffy"

Schuyler, Keith C.	2nd Lt.	Pilot	Berwick, Penna.
Officially reported POW			
Emerson, John F.	2nd Lt.	Co-pilot	Santa Monica, Ca.
Officially reported POW			
Rauscher, Dale E.	2nd Lt.	Navigator	Goodland, Kansas
Officially reported POW			
Davis, Jay L.	2nd Lt.	Bombardier	Cleveland, Ohio
Officially reported POW			
Sanders, William L.	S/Sgt.	Engineer	Karnak, Illinois
Officially reported POW			
Rowland, Leonard A.	S/Sgt.	Radio Oper	Portland, Oregon
Officially reported POW			
Renfro, George N.	Sgt.	LW Gunner	Handley, Texas
Officially reported POW			
Cox, George G.	Sgt.	RW Gunner	Louisa, Kentucky
Officially reported POW			
Schow, Harry J.	Sgt.	Tail Tur.	Austin, Minn.
Officially reported POW			
Reichert, Walter E.	Sgt.	Ball Tur.	Farragut, Idaho
Officially reported POW			

The crew of Capt. Craig was assigned and joined from 8th AF today.

29. Con't - Today, overnight passes have come into the act again. This was good news for the boys, and most of them took advantage of it the first day. The days have been getting warmer and that is the best inducement for travel.

30. Today is payday! - and probably the happiest day of the month for any army, anywhere.

There was no mission so the Group called a practice mission with all squadrons participating. An early alert for Troyes was briefed but scrubbed due to weather.



66th's B-24D #42-72813 "QUEEN MARLENE". This aircraft was lost along with four others from the 68th Squadron on a "milk run" over the French coast at Ecalles-Sur-Buchy on 21 Jan 44. Only one man managed to survive from Lt. Speits' crew - this being S/Sgt. Richard A. Mayhew, Reno, Nevada. Sgt. Mayhew recently succumbed to a severe heart attack.

One Afternoon we ground crew men assumed our customary positions near the end of the east main runway to better observe the condition of our planes as they returned from a mission and swept in for a landing.

Happily, this day each plane approached and landed with no red-red flares and with little or no apparent damage. All but one had landed, and soon rumor had it that this plane had been delayed over the North Sea as the combat crew worked in vain to dislodge a balky 1000 pound bomb that had been released by one mechanism but not the other. Somehow, the rack mechanism had not released the front attachment on the bomb - just the rear one.

After exhausting all attempts of ridding their plane of this deadly cargo, the crew gave up and decided to bring the darn thing back with them. There really wasn't any other choice. The approach was normal and the landing was perfect - nice and gentle - almost directly in front of us, but then THUD, down came that 1000 pounds of steel and dynamite through the open bomb bay and onto the runway. As luck would have it the bomb fell in a perfect position, nose forward and parallel with the plane - no tumbling or rolling. When it fell onto the concrete it held its position directly under the plane; then a long arc of sparks shot up as it skidded along. Both the plane and the bomb seemed to be having a race, both neck and neck.

I, like almost everyone else, watched in disbelief for a second or two, failing to comprehend the significance of what was happening. Then a hundred or so railbirds suddenly became Olympic trackmen - 100 meter dash men for sure. Men were running in the opposite direction away from that sparking bomb so fast the entire area was vacated in nothing flat. I think I was leading the pack as no one got in my way. After what seemed a minute, and hearing no explosion, I chanced a glance over my shoulder to see that the bomb had slid off the concrete and onto the grass and no longer looked like a comet. So I stopped - and then started laughing. The view from the control tower must have been hilarious - if they had the courage to hold their position and watch. But at the moment we had no knowledge of whether the fuses had been removed or disarmed and no one was waiting around to find out.

I don't know if the combat men in the plane could see that bomb throwing that streaming flow of sparks as they continued on down the runway or even knew that it was grinding along directly under them, but I hope not. At least we had the luxury of running while they appeared to be playing mother hen on that "egg". Think of what their feeling would have been had they been aware of it, as there just wasn't anything they could do but go along for the ride - and pray.

With an ever mounting crescendo, the month of May eventually wound up with a total of twenty-one missions accredited to the 44th Bomb Group. France, Germany and Belgium were the locations of all of these attacks with the greatest emphasis being placed upon airfields or air parks - the targets in 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 this month.

The improved weather conditions were more conducive to flying our heavies and it was a most successful month for the Group. Bombing was generally good. It was late in the month that two missions were flown in one day - the second time that the Group has participated in these. And even with the increased activities, losses were at a minimum. Men were finishing their tours of operations and were happy recipients of orders to return to the Zone of the Interior, or more commonly known as "home". There were many promotions, transfers, and rumors circulated to the effect that our whole group would return home soon. An officers' party was held at the mess to better the acquaintance between the old residents and the new incoming men.



67th's A/C # 42-94846 L "MI AKIN ASS"
 Have not yet been able to determine the serial number of this aircraft. Hence, do not know what happened to her. NOTE: Now learned that this A/C completed 127 missions and returned to the States!

1. Group started off the month with 15 aircraft (5 were 67th's) and none from the 66th, participating in a mission to Liege Marshalling Yards, Belgium. The bombs were well-placed and the results of the mission were said to be good. No enemy aircraft were encountered and flak was meager, inaccurate predictor controlled type. The Marshalling Yards in a variety of locations were hit by various forces in a determined effort to cripple the enemy's supply line. All aircraft returned to base at 1845 hours. The bomb load was 8 x 1000 lb GPs and some of them were short and to the right of the MPI. SAVs, (Strike-Attack Vertical) showed good concentrations of bombs on the west end of the Yards, including choke point and adjacent installations.

2. Stand down today. Ground training for the combat crews.

Note: The 506th Squadron reported that they sent 8 A/C to bomb military installations SW of St. Omer, France, carrying 4 x 1000 lb GPs. Due to using the undercast technique, results were unobserved. However, I believe that their date should be the 3rd.

3. The Primary target for today was Wizerness, France, a constructional military works near the railhead, south of St. Omer. The 44th put up 24 aircraft, 8 of which were 67th's. Results of bombing were unobserved due to cloud cover, and the formation returned to base at 1715 hours. Meager but fairly accurate flak was encountered with the Group suffering Category "A" damages on fifteen aircraft.

4. The intended Primary target for today was Waggum, an aircraft factory four miles east of Brunswick, Germany but the mission was recalled before reaching the target due to very adverse weather. The 14th Combat Wing and the 2nd Air Division was led by the 44th Group, with Colonel Gibson in Command. The Group had 27 planes scheduled but only 14 of them were dispatched. But just after breaking the enemy coast, the formation encountered dense haze obstructing horizontal visibility. Most of our planes returned at 1140 hours, with only the crews of Lts. Ward, Standrich and Jefferson of the 67th Sq. getting credit for a sortie. Sgt. A.B. Loyless, who was on Lt. Jefferson's crew, says that his pilot said, "Since we have come this far, let's go on and get credit for a mission." So they tacked on to another Group of B-24s and followed them in. They saw more enemy fighters on this mission than on any other. The E/A attacked this Group and Sgt. Loyless says, "I had a good chance to shoot one down. Had him all lined up in my sights, pulled the trigger switch - and I was mortified, as nothing happened! Had not set up properly." Sgt. Kipnes says that the bad weather was producing heavy contrails and they could not find the 44th Group formation. Everyone seemed lost with planes flying around looking for their own formation. They finally turned back and landed at 0945 hours with the official recall being made at 0955.

5. Stand-down today due to a practice mission! Sgt. Kipnes reports that "Take-off was at 0405 in Glory Bee. This was called a pre-invasion tactical practice mission. We were awakened at 0030 hours for briefing and many of us hadn't gone to bed yet. It was a beautiful night with a full moon shining brightly. Mission was for practice forming in the night. It didn't work out too well. Everybody kept flying around in the dark looking for their Groups and blinking their recognition lights. The Group

didn't actually form until daylight. That was when everyone could see each other. We had a near collision with another plane and Lt. Mercer dove our ship in time to avoid a mishap. We flew all over England, across the Channel and within sight of the French coast. Some English ack-ack fired a few rounds at us!"

6. Most unusual - another stand-down today. Crews attended lectures and participated in ground training. The the Group participated in practice formation flying along with simulated air attacks by P-47s.

The following promotions were announced on the 3rd, effective as of the first of the month:

To M/Sgts: Burress and Arthur
 T/Sgts. Payton, Parrish and ???
 S/Sgts. Daubecker, Bean, Silverton, Wright, Hart, Landell, Miller, Culver and two others??
 Sgts. McPhail
 Cpls. Hakala, Greenburg, Silvin, Wygant, Sepchak
 Pfc. Sanborn

Captain Edwards and T/Sgt. Middlebrooke having completed operational tours were transferred to 12th RCD. Eight combat officers were assigned and joined from the 66th Squadron.

7. Two mission plans were designed for today, but only the one to Qsnabruck, Germany was flown by this Group. We sent 30 planes 11 being from the 67th, departing this base at 0630 hours, and with no abortives. All aircraft reached the target and dropped bomb loads of 52 x 100 oil bombs, with unobserved results - by PFF method. One enemy aircraft made a pass at the formation without any damage being inflicted. Flak was not encountered until the target area was reached and then was a barrage of moderate intensity to the right of the formation with a few in and about the formation. All aircraft returned to base at 1415 hours. Sgt. Kipnes adds that the bombing altitude was 24,000 feet and it was extremely cold, registering about 40 degrees below zero. Later, at night the Jerries were over the field but no trouble was caused.

8. 33 aircraft of the Group (10 being 67th) took off to attack primary target on Plan A, the airdrome at Gutersloh, Germany, carrying 500 GPs. However, Plan B, a target in Brunswick, Germany was bombed on PFF, and the results were unobserved due to 10/10 th clouds, smoke and ground haze. Time off was 0600 hours, and bombing altitude of 23,000 feet. The 506th Lt. Walsh in #177 was abortive after turning back twice: once for a crew member who forgot his oxygen mask and the second time as his radio operator broke his arm in the top turret!

The formation met strong attacks by over 150 single-engine enemy aircraft near the target. Three enemy aircraft were claimed destroyed by gunners of the Group, two from the 67th Sq.: T/Sgt. William V. Rand, flying as a top turret gunner on A/C #616 was credited with an Me 109; S/Sgt. John F. Cox, flying as right waist gunner on A/C #616 (Glory Bee) was credited with one FW 190. This was a memorable day for the 66th Sq. as it was their first lead with PFF ship. Capt. Armstrong, pilot and Major Kahl as Command Pilot along with 11 other crew member flew in A/C #794 Q(?). All aircraft returned to base at 1300 hours. Flak, in general, was accurate for altitude but off on deflection near the target.

Lt. Mercer's plane, #616 "Glory Bee" of the 67th Squadron destroyed two E/A. Sgt. Kipnes relates that: "Just as we started our bomb run we were hit by about 35 enemy aircraft. Buttons (Sgt. Rand) got an Me 109. Some of us saw this E/A explode. Cox, our replacement gunner, got another one. Our ships in our formation saw these two planes going down. Temperatures of 40 degrees below zero registered at bombing altitude of 23,000 feet." The 66th Squadron regrets the loss of two members in an aircraft crash on this date, but they were not members of Capt. Armstrong's crew. So this must not have been an operational flight. Mr. Tom Brittan has advised me that a 44th aircraft #41-28795 crashed at Halvergate on this date. Dead are: 1st Lt. Forest M. Musgrave and T/Sgt. Lawrence E. Cargill. They were reported as shot down!

9. Missions are coming thick and fast these days. Another one today with the 67th putting up nine ships in the 30 plane formation of the 44th. All aircraft reached the target, St. Trond/Brustrem A/F, Belgium and bombed with excellent results. This bombing was done at the request of the RAF who have encountered night fighters in quantity operating from this base. Bomb load was 52 x 100 M47s. One 68th Squadron plane, #42-100110, had a premature explosion of bombs just beneath the ship, and five men bailed out. (Four became POWs and one returned to duty.) But Lt. Larson brought the damaged plane back to England and crash-landed "Northern Lass" at Attleboro. Group landed at 1140 hours.

Lt. J.P. Ferguson was assigned today.

Sgt. Kipnes adds: "For awhile we could not find the target. I had the bomb bay doors open three times before we were sure of the target. Finally we let them go. On the way to the target we saw a B-24 ditching in the Channel. We saw our fighters circling the downed plane, so they must have been picked up." Roger Freeman reports that it was a 389th BG plane, two saved.

10. The mission this morning was to Diepholz, Germany to attack the Airdrome 1 3/4 miles southwest of the city. 10 of the 67th planes took off and made assembly with the Group, but later were recalled due to bad weather that prevailed up to 30,000 feet and the dense contrails that formed as the planes flew along toward the target. Take off began before 0600 and no sortie credit was given.

T/Sgt. Fulp, having completed operational tour, was transferred in grade to the 489th BG as an instructor.

11. The Marshalling Yards at Mulhouse, France was the briefed Primary target today, but due to the target being obscured by clouds, targets of opportunity were attacked. 67th's Capt. Aldridge led the Group today with Major Bunker, formerly of the 506 Squadron, flying as Command Pilot. Capt. Aldridge, leading the first section containing 13 planes, bombed Orleans/Bricy Airdrome with good results. (Visually). The 2nd squadron with 10 A/C bombed Belfort Marshalling Yards, also visually. Hits were made in the Yards south of town. Photos of Orleans show hits in the hangers and perimeter areas. Flak ranged from slight, inaccurate to slight fairly accurate. The first squadron saw about 15 E/A but no claims were made. The 506th Squadron was hit by enemy aircraft, losing Lt. Walsh in A/C #42-94999, and claiming one FW 190 as destroyed. Seven men became POWs, 3 returned to duty.

Lt. Mercer flew "Limpin Ole Sadie" T, a spare ship and said that they couldn't bomb Mulhouse even after two runs at it. Lt. Walsh of the 506th squadron was shot down by fighters. As this was a long mission into southern France, he did not chance running out of fuel in a strange ship, so landed at a Spitfire base, Tangemere, in southern England for refueling. Lt. Wahler and crew followed them in for the same reason - low on fuel. After refueling and a delicious dinner of fish and chips, they flew home at 2030 hours, never more than 200 feet and sometimes only inches above the tree tops. At base 2130 hours.

12. Zeitz, Germany, the site of synthetic oil plants, was the Primary target for 18 of the 44th planes today (5 were 67th). All reached the target and bombed, dropping 19 x 250 GPs and strike photos show bomb hits were excellent. Actually 19 ships were sent but a 506th A/C was forced to return early. Unfortunately, on the way out, our ship, #042 flown by Lt. Vance was hit by enemy aircraft and was seen to do down. The 68th Squadron reported that the 67th plane was first hit by flak, as was all of their planes, but they lost none. The enemy aircraft did not hit the 44th formation but evidently attacked Lt. Vance as a straggler. All aircraft returned to base at 1715 hours.

Sgt. D.V. Chase flew this mission, his 25th, as a radio operator on Lt. Metz's crew. "off in the distance, about 2 o'clock level, I spotted a 24 that had had its top turret plastic (plexiglass) shot completely away. I kept thinking 'Headless Horseman...Headless Horseman'. The crippled ship continued flying, but slowly fell behind the Group's formation. As a straggler he was a prime E/A target. Hope he makes it. Hope we make it. (He didn't)

When a crew goes down, foot lockers are pried open and personal belongings are collected, minus any objectionable material or firearms, and shipped to their next of kin. Their beds are stripped and the thin mattresses (bisquits) folded or stacked. Soon, newly assigned young men will arrive and the beds will be made again.

67th A/C #42-110042 J

Vance, Lewis I.	2nd Lt.	Pilot	Retz, West Virg.
Officially reported POW			
Barnet, Thomas P. Jr.	2nd Lt.	Co-pilot	Roanoke, Virginia
Officially reported POW			
Davidowitz, Edward	F/O	Bombardier	Brooklyn, New York
Unreported; later KIA			
Swinburnson, Gilbert E.	T/Sgt.	Navigator	Saskatchewan, Can.
Officially reported POW			
Holt, Nathan J.	S/Sgt.	Engineer	Henderson, Texas
Officially reported POW			
Davidson, Andrew C. Jr.	S/Sgt.	Radio Op.	Detroit, Michigan
Officially reported POW			
Hockman, Robert C.	Sgt.	LW Gunner	Hutchingson, Kan.
Officially reported POW			
Rosinski, Stanley J.	S/Sgt.	RW Gunner	Elizabeth, New Jer.
Officially reported POW			
Pease, Thomas H.	Sgt.	Tail Tur.	Colorado Spr., Col.
Officially reported POW			
Miller, Ray E.	S/Sgt.	Ball Tur.	Mappanee, Indiana
Officially reported POW			

1st Lt. Cooper, Squadron Navigator of the 67th Sq. was promoted to Captain.

66th's PFF ship #794 piloted by Lt. Yoder flew lead with the 392nd.

13. Today marks the seventh mission in a row. The 67th Squadron put up 6 aircraft to accompany the total of 17 A/C in the 44th formation, plus Capt. Hammer of the 66th in a PFF flew with the 392nd. The Primary, Tutow, is a high-priority airfield and Air Park about 1 mile north of Tutow. Since 1935 Tutow has been a specialized bomber school giving instructions in all branches of bomber aircraft activities. Recently, there has been added the final assembly and testing of FW 190s with component parts coming from other areas. The target was raided on April 19th by a small force in bad weather, which inflicted slight damage and production and assembly has been restored to normal as of May 9th. Bombing results today were from fair to good. Over 50 enemy aircraft, single-engine type, were sighted and engaged by the escorting fighters. Several E/A attacked the formation head on but with no results. However, it did cost Jerry at least two fighters for those attacks on our formation. Flak was encountered at one area where it was particularly accurate - Romo Island. The Group had one turn back, from the 506th Sq. and all returned to base as 1815 hours.

Sgt. Kipnes adds this: Take off at 1037 in Limpin Ole Sadie again. Good bomb results after two runs on the target. We ran into a large group of enemy fighters just before we reached our target. Our P-47s and P-51s were absolutely amazing. They knocked the "hell" out of those German fighters and kept them away from us. They certainly saved a lot of us Big Friends. Saw some exciting dogfights with fighters all over the skies.

During bomb run, bomb bay safety rope came loose and wrapped around one of the bomb fins (52 x100 M47s). I had to get out on the catwalk, without oxygen, and with bomb bay doors open to unwind the rope. I needed both my hands to hold on to the catwalk supports, so I fastened the safety rope to my chute harness and walked back to the flight deck. As soon as I reached the flight deck bombs were released on the target. It sure was scary looking down from catwalk and seeing nothing but vast open skies!"

One new combat crew assigned and joined the 67th Squadron.

14. For a change there was no operational mission scheduled for today, but a "dry run" was held regardless. And another new combat crew assigned and joined the 67th. Lt. Winchester's crew went on DS. (New crew believed to be Lt. Gunton's)

The night hours were enlivened by a report of possible enemy paratroopers in the nearby area. A search was made but nothing at all was found. Nevertheless, there was enemy activity over the field. Since then a very strict and thorough guard system has been placed about the field, and some squadrons place two guards on each ship.

15. 17 planes were dispatched from the Group (5 were 67th; none by the 66th's PFFs), 16 of them bombed the Primary, St. Pol/Siracourt. The target was the Constructional Work at Siracourt situated in open field immediately west of and adjacent to Siracourt village. Bombing results were unobserved, and fighter support was excellent, no flak. Take-off was at 0600, bomb load 8 x 1000 lb, at altitude of 23,000 feet, and return was at 1115 hours. A milk run for sure. Lt. Knowles flew his first mission as co-pilot on Lt. Mercer's plane. It was Lt. Landahl's 11 mission.

16. A quiet day so far as operations are concerned.

Sgt. Curtis Kinion, electrician in the 67th Squadron, was selected as the enlisted man of the week for the entire base. This new honor is being bestowed upon an individual for outstanding achievement in his work. The 67th is proud to have Sgt. Kinion be the first man to receive this honor.

There were early preparations today for Wizernes and Troyes but both were cancelled due to adverse weather.

17. A mission was scheduled for today to Vechta - cancelled due to bad weather.

The 67th Squadron held a meeting in Site #3 at 1600 hours. Major Felber addressed the assembly and said he was very well pleased with the work which the Squadron was doing at the present time. In honor of his newly acquired Major Leaves, Major Felber had two barrels of beer on hand to the delight of all concerned. The cooks brought along the cheese and crackers, so everyone enjoyed a great afternoon.

1st Lts. Thames, Tolbert and Schmidt promoted to Captaincy. F/O Klasmer appointed to 2nd Lt.

18. Another stand-down today with ground training and lectures for the combat crews.

Lt. Arnold was promoted to Captain; 2nd Lt. O'Reilly to 1st Lt. Capt. Charles E. Hughes went from duty to DS, 66th Sq.

19. After three days of rest, operations were resumed in a big way. Major Felber, flying as Command Pilot, led the Group to Brunswick, Germany. The 66th sent two PFF ships to lead the 492nd BG, and two more flew with the other 26 ships of the 44th (9 were 67th's). Brunswick is always a tough target, this time the Marshalling Yards were the center of attention. Bombing loads of 6 x 1000 lb GPs were dropped, with strike photos showing hits on the target; fair results on a visual run. A field day was had at the expense of E/A by the gunners of the Group - and other Groups. No less than thirteen enemy aircraft were shot down by our gunners, four by the 68th, three by the 67th. Two others were claimed as probables, with additional planes not allowed due to circumstances that made it impossible to make accurate decisions. Approximately 150 E/A made attacks on the formation with no losses to the Group. Claims for destruction of E/A included S/Sgt. Joseph Mulhane, left waist gunner on A/C #846, downed a Me 109; 1st Lt. Melvin L. McLaud, nose turret gunner on A/C #475 with another Me-109; and T/Sgt. Clyde Nickel, top turret gunner on A/C #095 with a FW 190.

The flak was heavy intense, ranging from inaccurate to accurate. All of our aircraft returned at 1600 hours.

Sgt. Chase adds: "The top turret gunner got off several bursts, the empty casing clinking against one another as they fell onto the cabin deck. I crouched behind the armor plate that protected the co-pilot's back, only my helmet and eyes above the armor as I watched the action. Oh, how I wished I could shoot back please, don't let them strip my bed... Finally, I couldn't resist anymore; I just had to do something positive. As an E/A came barreling through our formation I pulled the trigger of my Very pistol and fired a signal flare at him. Useless? Foolish? Certainly, but I did get to fire one futile shot at the enemy."

Sgt. Kipness says, "We were to have bombed PFF, but the clouds

dispersed and allowed for visual bombing. We ran into the worst enemy fighter attack we have ever encountered. We counted between 150 to 200 E/A swarming all over the skies. A few minutes earlier a small group of enemy fighters lured our escort away. Minutes later we were hit by this large formation of fighters. About 10 B-24s were seen to go down. (Officially 12 lost) We were exceptionally lucky for none of the attacks were aimed directly at us. Target was well-saturated with bomb hits. Lt. Rising, our bombardier, had his nose turret hit by flak, but no injuries. Landed at 1610 hours."

Captain Slough was promoted to Major. Also, Capt. Lehnhausen, 68th Squadron C.O. was the recipient of Major as of the 14th.

20. Stand-down.

21. 21 aircraft were dispatched to bomb the Primary, Siracourt, using GH technique. The 67th sent nine, departing the base at 1115 hours to drop bomb loads of 8 x 1000 lb Gps on the constructional sites. Construction seemed to be keeping up with the recent bombings. Photos show the bombs fell over the target from 500 to 2000 feet. Cloud cover obscured the target. Fighter support was excellent. Capt. Thomas flew Deputy Lead on this "milk run".

Tonight the new theatre had its premiere opening. A stage show of talent of this base was presented and proved to be good.

22. A mission was scheduled today, a target in the Siracourt area, but this Group was not scheduled. So formation flying was conducted instead.

23. Excellent strikes and results were scored by the entire Group on the mission to the airfield at Avord, 14 miles west of Bourges, France. Captain Gildart was Lead Pilot with Colonel Gibson as Command Pilot, leading the entire Division on this most successful strike. Col. Gibson stated that the bombing results were the best ever accomplished by this Group. The MPI was entirely covered. 30 aircraft took off, 29 bombed (10 67th). Time off was an early 0445 and all returned at 1230 hours. There were no enemy aircraft in the target area and very little flak encountered. Fighter support was excellent.

One new combat crew was assigned to the 67th and joined from Station #138.

24. 36 A/C were dispatched by the Group (12 being 67th's), 35 of them bombed the Primary, Melun, France, an airfield 25 miles south of Paris. The planes bombed in three squadrons; the first 12 ships (68th) had excellent coverage,; the second of 11 ships had poor results (67th's led by Capt. Thames) and the third of 12 planes (Mostly 506th) had fair results. Only moderate slightly accurate flak was met, and the fighter support was excellent. Lts. Duce and Wahler's aircraft (67th) suffered slight flak damage and no casualties. All returned to base at 1115 hours.

Sgt. Kipnes adds that the bomb loading was 24 x 300 GPs in "Glory Bee", and flew off Capt. Thames' wing.

25. Captain Aldridge led the Group today on a mission to Belfort Marshalling Yards, with Major Lehnhausen (68th) as Command Pilot. 26 Aircraft were dispatched (8 were 67th), 24 of them bombed the Primary which is about 10 miles NW of the Swiss Border. The target lies on the main line railroad from Paris to Switzerland and south-

ern Germany. There are large locomotive repair shops in the center of the yards, which was the MPI. The Group bombed by two sections. The second section was flying with the 492nd BG. Smoke obscured vision and the 1st section hit slightly over, some hits in the Marshalling yards and results were considered good. Flak was meager and slightly accurate in the target area; and the fighter support was excellent. Nevertheless, the 67th Squadron lost Lt Tomer and crew. The aircraft was observed to leave the formation at 0842 hours with #2 engine feathered and #3 smoking; went into a steep dive but apparently under control and headed towards Switzerland

67th A/C #42-94962 X		Missing Air Crew Report #5158	
Tomer, Frank J.	2nd Lt.	Pilot	Corona, Calif.
Unreported; later KIA			
Sanders, James E.	2nd Lt.	Co-pilot	Byron, Ohio
Unreported; later KIA			
Franson, Quinten A.	2nd Lt.	Navigator	Sedgewick, Colorado
Unreported; later KIA			
Prince, Bertis R.	2nd Lt.	Bombardier	Los Angeles, Calif.
Unreported; later KIA			
Navish, Kenneth C.	S/Sgt.	Engineer	Cleveland, Ohio
Later, reported KIA			
Katz, Ervin	S/Sgt.	Radio Oper	Chicago, Illinois
Later, reported KIA			
Thurman, Homer A.	Sgt.	LW Gunner	Turner, Kansas
Unreported; later KIA			
Brose, William F.	Sgt.	RW Gunner	Fords, New Jersey
Returned to duty 10 Sep 1944			
Anderson, Eldon B.	Sgt.	Tail Tur.	Stanford, Texas
Officially reported POW			
Steburg, Willis L.	Sgt.	Ball Tur.	Los Angeles, Calif.
Officially reported POW			

26. No mission today nor practice flying - bad weather. New orders! All men must carry a gun and ammunition - an armed camp. Note: Our guns were taken from us several months earlier when some one, during an air raid, shot at a crippled RAF plane coming in for an emergency landing. Sgt. McCabe, Breen and Dunkle on DS, 231st Station.

27. The 27th must be double-header day! Once again we have two missions to test the abilities of the entire personnel; and it all came off without too many hitches having shown. The 67th had 8 A/C join with 16 from the other two squadrons (no 66th) with take-off at 0800 hours in the first mission to Saarbrucken, Germany. The Marshalling Yards there was hit with good results and all ships returned to base at 1530 hours. This target is a key railway town between Germany and south-central France. The only flak encountered was over the target and it was moderate and quite accurate. No losses. Bomb loading was 10 x 500 GPs, with the first squadrons hits being good, and the second squadron were excellent. Sgt. Kipnes adds that "We had one of the best fighter escort we have ever seen with no enemy planes in sight through the entire mission. At our briefing earlier, we were told that our fighter escort would number over 1000 planes, and the sky was covered with P-38s, P-47s and P-51s. They covered us like a blanket!"

Target number two for the day was another Military Installation located at Fecamp, France, with two aircraft from each squadron participating. Take-off was at 1130 and they returned at 1530 hours. The bombs were dropped on PFF with no visual results being observed. This was another milk run as no flak or enemy aircraft were seen.

2nd Lts. Meyerricks, Weizenski, Davies, Shears and Peck were promoted to 1st Lt., effective the 23rd.

28. In the wee hours of the morning German planes came over and dropped a few "eggs" near the 506th Squadron Site but no damage was done.

A deep penetration into Germany today, the target again being the oil plants located in Zeitz, and reportedly was at the request of the Russians. Eight of the 67th planes accompanied the 9 planes each by the 68th and 506th, took off at 1000 hours, reached the target and bombed with excellent results. The 506th lost a plane to the slight but accurate flak that the Group experienced. A/C #42-110045 "The Banana Barge" and piloted by Lt. Gurman and crew were lost, but all became POWs.

Sgt. Kipnes add this: "Bomb results excellent with smoke from the bombed out refinery reaching to about 20,000 feet. Our fighter escort was excellent and therefore no enemy fighter attacks. On the return trip we passed through the German fighter belt without seeing any. We had a lovely view of France and Germany. But 20 minutes into enemy territory, Rand's top turret and both guns went out. We were quite worried for this gave us only six guns for protection. So we were lucky that there were no E/A attacks. On the way back we lost #4 engine and landed on three engines. Lt. Mercer did it again by landing as if nothing were wrong. Landed at 1740 hours."

Lt. Hess and crew was relieved from assignment and assigned to the 15th Air Force. S/Sgt. Keith Nutter completed his tour today.

29. Capt. Aldridge, 67th, was selected to lead the Group again today on another deep penetration into Germany, but had to turn back when the #1 engine propeller ran away, the oil pressure dropped to 30 pounds, so had to feather the engine and return to base. The remaining seven 67th ships, along with 20 other 44th aircraft reached the target and bombed. Take-off was at 0800 and return was at 1600 hours. The target was an oil plant at Politz, Germany, bomb loading was 10 x 500 lb GPs, and results were fair, to good. On the bomb run the Group experienced some very determined attacks by the enemy - FW 190s. Approximately fifty enemy aircraft made attacks and as a result, nine of them were destroyed, two probables, and two damaged. The gunners of the 44th did themselves proud; S/Sgt. Haynes F. Elliott, flying as tail gunner on A/C #087 was credited with the destruction of a JU 88. In addition two gunners of the 68th were credited with two destroyed. There was flak encountered over the target in a moderate heavy barrage-type, but fairly inaccurate. One ship each was lost to these attacks - one by the 68th and one by the 506th. The 68th was A/C #42-73500 F piloted by 1st Lt. F.L. Foy who took his plane to Sweden after the E/A had knocked out two engines and damaged a wing, and was low on fuel, and all men safe. 506th A/C #42-63962 X Prince-ss piloted by 1st Lt. Ralph Golubock and landed at Bulltofta, Sweden - 8 men returned to duty in November 1944, one man POW and one man (engineer) remained. S/Sgt. William F. Carnell, 67th, was aboard Lt. Foy's ship.

Sgt. Kipnes again adds: "Bombing altitude was 20,000 feet. We saw every type of known fighter plane that Germany has - Me-109s, FW 190s, JU 88s, Me 210 and Me 410. Our fighter support was very poor. Enemy fighters were able to attack, then reform and attack again. Finally a few P-47s came to our aid. JU 88s were coming in low from 6 o'clock - they seemed to know that we have removed our ball turrets! Our Group lost two planes and a radio operator was wounded, along with an engineer (68th's S/Sgt. C.E. Williams) who was killed in another ship. This was my "DFC" mission - it was some rough mission". 506th's 42-50328 Q crash landed, repaired.

M/Sgt. George Baccash was selected as the enlisted man of the week (67th Sq.) for his crew having set a record for the fastest engine change ever accomplished on this base. Sgt. Baccash is the second man to be recognized from this squadron this month. Congratulations are in order for Sgt. Baccash and his crew of Lundy, Stoddard, Fusco and Bailey. One new crew assigned and joined.

30. The target for today was the airfield at Rotenburg, Germany. 26 aircraft took-off, eight of them from the 67th, at 0730 with bomb loads of 12 x 500 lb GPs. Capt. Gildart was lead pilot, and Major Lehnhausen was his Command Pilot on this most successful mission. Strike photos show excellent coverage of the target and was recognized as being the best to date. Capt. Thomas finished his tour today by flying Deputy Lead. Moderate, fairly accurate flak was experienced with a few ships of the Group having Category "A" battle damage.

Sgt. Kipnes on Lt. Mercer's crew adds, "Take-off at 0757 in 'Wasps Nest' with target the airplane repair depot in Rotenberg. We started out in Glory Bee, but as we started to taxi #2 engine sprang an oil leak and we had to switch over to this standby plane. Visibility was perfect - bomb results excellent. General Johnson, our C.O. commended us on our precision bombing - - it looked like all our bombs were right on target. Fighter support was very good and stayed with us all the way. P-51s escorted us into the target, with P-38s taking us back on the long stretch over water. Landed at 1325 hours."

The squadron (67th) softball team engaged the 506th in a heated battle at 1815 hours. A huge crowd turned out to see the 67th win hands down, the final score being 3 to 0. Cpl Kota pitched a great ball game.

31. The 67th Squadron closed out the month by putting up nine aircraft along with 17 others from the 44th on a scheduled mission to Brussels, Belgium. However, no bombs were dropped because of bad weather. Meager inaccurate flak came over Dunkirk; and we had excellent fighter support. However, all aircraft were given sortie credit for the abandoned mission.

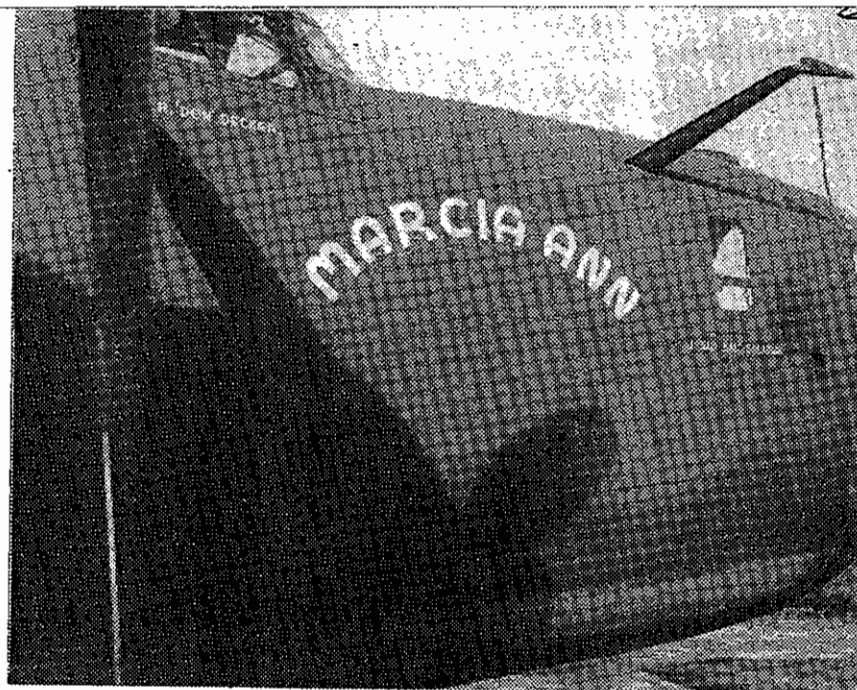
Lt. Mercer's crew took off in "Eight Ball" Q with the target being the marshalling yards at Brussels, Sgt. Kipnes adds that upon arriving at the enemy coast they ran into heavy, thick clouds which were as high as 25,000 feet. Mission was aborted when they were about 10 minutes from target. Evidently we weren't permitted to drop bombs by PFF into the heart of Brussels for fear of missing target and killing many Belgium people. Our ship "8 Ball" was a brand new ship and had no camouflage paint. It was all bright and shiny aluminum plane. We can now increase our cruising speed by 10 to 15 MPH. Bomb load 8 x 1000 lb. Flew lead ship in our ele-

ment. Landed at 1217 hours."



Above - B-24D #42-24282 Y "RUTH-LESS". An original 506th aircraft named for Lt. Frank Slough's wife; was a veteran of Ploesti; transferred to the 67th. She crash-landed at Bournemouth 2 Feb 44.

Below - B-24D #41-23918
Believed to be a 67th A/C. Lt. Don Decker (co-pilot) was killed on 20 Feb 44 as pilot of A/C #42-64166. Lt. John Saladiak later became 66th Sq. Supply Off.



The first few days of June saw the targets switched from German airfields and industries to gun emplacements along the highly publicized "West Wall". Tons upon tons of explosives rained down upon these concrete and steel embattlements. In the first few moments of 6 June, the combat crews were roused and filed into the briefing rooms to be greeted with the simple but awe-inspiring phrase, "This is it!"

The long awaited day had finally arrived and a solemn group of men made silent vows to surpass all previous accomplishments during the forthcoming crisis. Shortly after two o'clock on this epoch making morning ten aircraft roared out to lend the much needed support to the invading forces. Exactly two minutes before the first troops waded ashore, the bombs of the 67th - and 44th - blasted the defenses on the beach. Not one enemy aircraft rose to contest this momentous attack. Our bombing during the past months had completely neutralized the Luftwaffe. As their crafts swung away from the shores, they could see stretched before them an endless armada of ships blanketed by every type of Allied aircraft. Even as they were returning, another wave of the 44th Liberators had risen into the air and was streaking for the shores of Normandy. As the first wave returned to their Shipdham base, they were met by eager ground crews who immediately checked out and serviced the crafts, and prepared them for the third flight to the now bloody shores of France. Having flown a record of nineteen sorties (the 67th only), the weary but justly proud crews were rested until the eighth. On that day the onslaught was resumed and continued unrelentlessly throughout the remainder of the month without the loss of a single crew - a total of twenty-seven missions having been flown by the 67th Squadron.

Now that the ground forces had secured their beachhead, the bombing strategy was divided between deep penetrations into the Reich and attacks upon troop concentrations and communications in support of the Allied invaders. 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 the month.

My personal recollections of the D-Day preparations are that the base was closed early on the 5th, with no one allowed to leave, and no visitors permitted. It was necessary to paint three white stripes on each and every plane that was to participate - very conspicuous stripes - that would identify all Allied planes. And if any plane was not so identified it was to be shot down immediately, regardless. Also, if every plane did not remain in its designated briefed flight plan, it too was subject to destruction. There could be no chances taken with any unidentified plane that day. Very few people slept the night of the 5th - we were all out working or watching the preparations. Excitement was very high.

1. As the month of June begins, the big question confronts everyone. Will "D" Day come this month? One can sense that this history making event can not be too far away as the events of each day are building up to the great moment. There was no mission scheduled for today. There was an alert for France, but later scrubbed.

The crew of Lt. Honmyhr assigned and joined. Engineering section reports that seventeen aircraft are in commission for tomorrow.

2. An early mission into France was planned but later scrubbed. A second target was substituted, a defended locality and medium battery located at Barch-Sur-Mer, France. 28 of the Group's ships including 6 PFFs of the 66th and 8 from the 67th, took off at 0800. Bombing was accomplished by the PFF method, lead and deputy lead being Capt's. Armstrong and Grow of the 66th. Two other PFFs each flew with the 392nd BG and the 492nd BG. Merlimont Plage was hit by two squadrons of the Group with excellent results; while St. Aubin was hit by a third squadron but with poor results. Our planes returned at 1430 hours, many with flak damage. 16 67th aircraft are in commission for tomorrow.

Sgt. Kipnes adds, "Take-off at 0815 in Glory Bee. Target was invasion beach directly across the Channel and right on the beach of France. Targets were coastal guns, pill boxes and defense personnel. We flew lead crew again of the low section. After the Group assembled and before leaving for the coast of France, we did a complete tour of England. I don't know what the reason was, but for a mission requiring such a short flying distance, we spent over five hours in the air. Landed 1330 hours."

A barrack's chief meeting was held in preparation for the forthcoming inspection by General Hodges.

3. Another mission to the Calais area today - St. Albins, defended installations on the coastal areas of France. Three of the 66th's PFF ships, 12 67th and 12 68th along with 12 from the 506th departed this base at 0830 hours, reached the objective, bombed and returned to base at 1315 hours. Results were unobserved due to cloud cover. Capt. Mazure lead the low left squadron and did excellent bombing, but the other two squadrons of the 44th showed poor bombing of the target, partly because Lt. Englehardt bombed the wrong target, visually (Point de St. Quentine).

Sgt. Kipnes adds, "We definitely must be getting ready for an invasion of the continent - target the same vicinity as yesterday, coastal gun emplacements. Bomb load 12 x 500 lb. Was to have bombed PFFs, but target area cleared long enough for us to bomb visually. Results, fair.

The 66th adds that in the afternoon 4 PFFs took off, and they all bombed the primary which included a Berch field battery, a Berch defended locality, and a Berch-Sur-Mer Radar. These PFFs flew with the 467th and 446th Bomb Groups - evidently leads for them.

4. No mission today by the 44th Group but the 66th Squadron had an alert, but did not fly. The 67th put up 12 A/C in practice formation flying in the afternoon.

Lt. H.C. Henry and crew assigned effective 2 June. 17 aircraft in commission for tomorrow.

T/Sgt. Seymore Ohlstein completed his operational tour on the 3rd. Promoted to Sgt.: Mathis and Mears. To Cpl: Desotelle, and many others. Capt. Thames was relieved from assignment and assigned to CP, 12th RCD.

5. A mission was scheduled early in the morning but it was later scrubbed. However a bit later, six PFF ships from the 66th Squadron again participated in a mission, flying leads for the 95th Combat Wing. 1st Lt. Grow flew the lead of the 491st BG, along with Lt. Englehardt. Bombing results were excellent. The other 66th PFF planes flew leads of squadrons for both the 491st BG and the 489th BG. Bombing results were unobserved, but believed to be short. A/C #41-28690 B "Missouri Sue" piloted by Capt. Mazure was hit by flak and the pilot was killed instantly when a piece of flak pierced his head in the left temple. Lt. B. W. Bail, Radar-Navigator adds this: "I was guiding the formation (489thBG) via my radar 'Mickey' and turned the control over to the bombardier at the IP. As bombs away was called, nothing happened, due to faulty equipment, nor did the formation bomb as they were awaiting the signal from #690. Col. Leon Vance, Command Pilot from the 489th, immediately issued orders to circle and approach the target again - amid the complaints of the crew.

By now the German 88's were pretty much zeroed in on us and by the time we got on target again and let our bombs drop, we caught it. Almost immediately the plane was hit and started to fall. The Col. who was standing between the pilot and co-pilot, directly in front of me, looked down to see his foot hanging by a shred of skin. Our bomb bay doors were still open and I could see a couple of bombs still hung up. The co-pilot, Lt. Carper, cut all engines fearing the plane might catch fire and blow up; and turned the plane back across the Channel. I was relieved to learn then that no others had been seriously injured.

As the plane neared the English coast still gliding without power and rapidly descending, I instructed the crew to prepare to bail out while I managed to get Col. Vance to sit in my seat as I took off my belt and wound it around his thigh to stop the blood from spurting. The crew all bailed out at we reached land except myself and the Col. I said we'd have to jump as there was no way to land that damaged plane, especially with those bombs hung up in the bay, armed and ready to go off. But the Colonel shook his head and said he wouldn't jump, and I knew that there was no way I could force him, so we quickly shook hands and I jumped." But somehow, the Col. managed to climb into the cockpit, turn the plane back out to sea and ditch it. The bombs exploded as expected, blowing Col. Vance completely out of the plane and luckily he was not killed and was quickly rescued. For this bravery, Col. Vance was awarded the Medal of Honor (post-humously) as he was lost at sea on his trip back to the States.

An inspection of Sites #1 & #3 was made by the Adjutant and 1st Sgt. Ryan - conditions good.

6. "This is it!" This phrase might well describe the events for today. The long-awaited D-Day has finally arrived. The base was closed last night early so that close security might prevail. Most ground personnel worked most of the night readying planes, loading bombs, and plans for a most busy day. And the missions started early. The first mission was defended areas of St. Laurent-Sur-Mer and Colleville-Sur-Mer in the coastal area NE of Caen. The 44th sent 36 planes, (10 were 67th) split up into six sections, each being led by a 66th Squadron PFF ship to hit individual targets in these two areas. Take-off was at 0300, in the dark, and bombing was done by PFF through 10/10th cloud cover. The Group

led the 14th Combat Wing with the 67th having 10 ships in this formation, and the 2nd Division went in first, followed by the 1st and 3rd Divisions. Results were unobserved - it was almost dawn.- Capt. Armstrong led the first squadron of the 44th and his A/C performed the bombing operation for PFF bombing, hitting Target A. All six squadrons bombed PFF, unobserved due to 10/10th cloud cover.

T/Sgt. Kipnes then adds: "Wouldn't you know it!! My last mission and it turns out to be the great day the entire world has been waiting for, "D-Day INVASION". I was pleasantly enjoying the movie "The Song of Bernadette" when the movie went off and the lights in the theatre were turned on. Colonel Hodges came up on the stage and announced that all combat crews were to report for briefing and all ground crews to report to their planes. At our briefing the Colonel read a message from General Doolittle. Even though we didn't know what was in store for us, we couldn't help but cheer as we left the briefing room. Take-off at 0307 in Glory Bee. The Group assembled in the dark and it was quite rough. We finally did manage to assemble just before dawn. Bombing altitude at 16,000 feet. Bombed in six ship formations, each led by a PFF ship. It was too bad that we could not see anything beneath us. Bomb load was 250 fragmentation bombs which we sweated all the way into the target. Couldn't wait to get rid of them; dropping ours at 0617. Landed at 0910, my 30th mission and I was finished!"

Mission number two was aimed at a defended locality at Foret de Cerisy, France with 3 each planes from the 67th and 506, six by the 68th (no 66th PFF). Capt. Kuch was Lead Pilot (68th) of this 12 plane formation, a visual attack was intended, but 10/10th cloud condition prevented bombing, so no attack was made.

The third mission of the day did not include our Group.

The fourth mission of the day was very much like the first, with a choke point located in Vire, France as the target of our 24 A/C formation (8 of them from the 68th and 506th, 6 were 67th and two PFFs from the 66th. In addition two PFFs were leads for the 392nd BG and two more with the 492nd. They left the base at 1630 hours, reached the objective and bombs were dropped with unobserved results due to 9/10 to 10/10th clouds. As with the other missions this day, no flak or enemy aircraft were met!

A fifth mission came in but we were stood down even though we were ready and eager to fly again, even though well-tired out from the day's activities. Needless to say, the ground personnel were really "on the balk" to have been able to have sent up three large missions on the same day - and ready for another. It required plenty of hard work, but it was done without any apparent trouble. So 19 aircraft of the 67th participated in the first day of the Invasion; 78 by the Group. Almost no battle damage was reported.

Aircraft #193 I, a new aircraft, was assigned to M/Sgt. W.J. Burress and crew.

The following personnel completed their operational tours: Lts. Wahler, Kessler and Mercer; T/Sgts. Kokta, Lemley, Kipnes and Rand; S/Sgts. Johnson, Goodger, Zubowicz and Dambacher.

Lt. Herring and crew assigned effective June 4th. T/Sgt. Seymore Calstein(?) completed tour of duty on the 3rd of June.

7. The 7th found the Group on a mission to Lisieux, France, a road and highway as well as a railroad choke point in the Invasion area. Again, the target was tactical and was bombed with unobserved results. The 66th did not participate while the 67th sent 7 ships, 8 by the 68th,?? by the 506th. No flak or enemy

aircraft were encountered. Bombing was done by G-H method. Everyone is asking, "Where is the Luffwaffe?" All planes returned to base at 1725 hours, no battle damage and the 67th reported 17 planes in commission for tomorrow.

F/O Trudeau appointed 2nd Lt. Lt. Thornton assigned to 12th RCD. 67th's A/C #42-109820 N "Wasp's Nest" landed at Nuthemstead. Pilot tried to feather engine but couldn't. Ship transferred to Watton for #1 engine change.

Lt. Yatkones and crew assigned and joined. 2nd Lts. Knowles and Starkey promoted to 1st Lt. as of the 3rd.

8. Capt. Hammer (66th PFF) with Col. Gibson as the Command Pilot led the 44th (7 of them 67th) and bombed Angers Marshalling Yards and locomotive works in France. The aircraft departed this base at 0430 hours and bombed the objective but ships #820 and 031 did not bomb due to mechanical malfunctions. Bombing results were good. Again, no flak or enemy aircraft were encountered. Other 66th's PFF ships provided leads for the 492nd, 458th and 392nd Bomb Groups. A second mission was scheduled, target unknown, but was scrubbed.

9. Bad weather conditions kept the planes on the ground today.

10. Five of the 67th planes departed this base at 1030 hours to attack the Orleans/Bricy Airfield in France. No flak was encountered; bombing was accomplished by G-H equipment, results unobserved. All planes of the Group returned at 1630 hours. Two PFF ships of the 66th were sent to assist the 492nd, but one returned early due to the bad weather, not finding the formation.

Capt. Craig and crew was transferred to the 66th Squadron - to the regret of his crew chief, S/Sgt. F. Chowanski. Capt. King, from the 66th was assigned to the 67th - a swap!.

11. Captain Aldridge (67th) led one section in a Group mission to France today. The intended target, tactical, were Montfort (a bridge) and La Passonniere (viaduct). Montfort was bombed with unobserved results, while La Passonniere was not found and a suspension bridge, a target of opportunity, was attacked with excellent results. An airfield, also a target of opportunity, was bombed with excellent results. The Jerries finally came up to try to cope with the attacking aircraft - two attacks were made on our Group, 4 E/A on the 1st attack (Me 109s) on a diving attack; 12 E/A on the second attack (FW 190s). The Group lost one aircraft on this mission due to these enemy aircraft attacks, per 68th records but I cannot identify. (There were no casualties listed for this date. Perhaps the plane was delayed in return.)

8 of the 67th planes participated, taking off at 0500 and returned at 1030 hours.

Capt. Tolbert transferred to Group Hdqts. S/Sgt. Clark G. Bailey finished his tour of duty today..

12. Captain Schmidt led the 67th today with twelve aircraft, 36 for the Group, in a mission to Illiers L'Eveque, France, an airfield, and was hit with only fair results. Capt. Kuch was Lead Pilot (68th), target was visual and was the first the Group had "muffed" for some time. Plenty of flak was encountered near Caen and in the adjacent areas, but no ships suffered serious damage and all returned to base at 1100 hours. Capt. Schmidt and crew flew in a 68th ship #049 which was substituted for ship #967 which was unable to take off on the mission. A/C #805(?) failed to bomb due to mechanical malfunction.

Lt. Al Jones, Bombardier on Lt. H.C. Henry's crew made these comments: "We are alerted for the first time as a crew. The Greek has to stay "home" as we only fly a crew of nine. They called us at 12 PM, mid-night, for briefing at 1:30 AM. We carry 52 fragmentation bombs and are supposed to hit an airplane dispersal area at Illiers, France. After briefing we get dressed and are taken out to our ship P, which is an old B-24J with 42 missions. I checked the bombs and then tried to get into the nose turret but cant! I'm too big. I decide to ride the waist position and let (Sgt) Billie Moore operate the nose turret. Take-off is at 0415, taking two hours to assemble. Pass over London about 0600 and hit Channel about 15 minutes later. There is a continuous stream of ships all across the channel - all sorts of boats and ships. We don our flak suits as we near the French coast as we are supposed to cross near Caen, France and pass right over the beachhead. There seems to be a million boats down there although we are too high to see much activity. We start getting flak from Caen - it is moderately heavy and pretty accurate - about 20 bursts to a volley. I don't think of getting hit so much from above or to the sides as much as I do through the floor! Very peculiar feeling, but I don't think I'm scared. We are at 21,000 feet and soon pass out of range. All of a sudden (Sgt) Norm Tillner, the other waist gunner, starts firing. I look around to see a plane on an attack curve. Neither of us is sure what kind of an aircraft, but he slides off and we see two P-47s right below us. That was quite a surprise! We are near the IP now and two rockets come up, but are way wild - some three or four miles. We are the only planes getting any flak from Drue because of our position. Lead Bombardier screws up and we make another run, finally drop our bombs and miss very badly. We get home after about seven hours and land - have only one very small hole in the tail section. Go to interrogation; then clean our guns."

2nd Lt. Duwe promoted to 1st Lt. on the 6th of June.

13. This proved to be the quietest day since the Invasion started, in so far as flying was concerned. The early alert was cancelled for Leuna, Germany; and there was no local flying, bad weather. The 67th has 17 A/C in commission for tomorrow. The Jerries have been kept over France so the British Isles has had freedom of night raiders for some time now.

14. With very excellent results, Chateaudun Airfield, France, was hit by the 44th BG. Capt. Marcoulliers (68th) was Lead Pilot while Capt. Schmidt lead the second section of 12 planes from the 67th. There was no flak on the formation of 36 aircraft and enemy aircraft opposition was nil. All ships returned safely to base at 1015 hours after dropping their loads of 52 x 100 lb GPs. Another mission was set up for the afternoon, another airfield, but was scrubbed after the crews arrived at their planes. Operational tours completed: James H. Stephens (Canada), Henry C. Stewart of Columbus, Tenn.; Clement J. Bartash, Newark, N.J. 2nd Lt. Butler relieved from assignment and assigned to 66th.

15. Eight ships each from the 67th and 68th, (? from 506) no PFFs from the 66th attacked the bridge near La Frilliers and Tours, France. Capt. Aldridge (67th) led the Group which was composed of two sections. All A/C went over the target and all released their bomb loads of 12 x 500 lb demos. Strike photos show the results were excellent with the pattern completely covering the MPI.

Capt. Kuch was Lead Pilot of the 2nd squadron and also had excellent results. The Group had 100% of their bombs within 2000 feet of the MPI, and most of them were within 1000 feet. Moderate flak was encountered. No 67th planes were damaged but 2 from the 68th sustained minor battle damage. The Group met enemy aircraft attacks but only one was shot down by our gunners - credited to a 506 Squadron gunner. The fighter support was excellent. Planes returned at 1030 hours.

Lt. Jones adds: "Awakened at 0030 hours. We are flying A today and are in #5 spot. Caen was in flames. About 20 miles inside France E/A hit a B-24 between the two squadrons. We see three FW 190s and a JU 88 lob a couple rockets, but no damage to our formation - and the P-51s drive off the fighters."

16. The mission scheduled for the early morning to Marsburg (Leuna) eventually was cancelled. The situation remained quiet all day. An inspection of Site #3 was made, conditions good. To illustrate how vast the 8th Air Force has grown, an excerpt from the Daily Operations Report is herewith quoted: "1528 heavy bombers (856 B-17s and 672 B-24s) from 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 or fighters! A total of 2051 aircraft made sorties from England over enemy territory with losses of nine aircraft: 5 heavies, three fighters and one weather plane. Claims against the enemy were: 12 - 4 - 7. This is the 8th Air Force ONLY!

And, for the first time, V-1 buzz-bombs hit London! The long-heralded secret weapon of the Huns was at last revealed, but it came as no surprise to the populace. Considerable damage is being wrought, but it is usually a non-military target hit as it is inaccurate or unpredictable in its flight.

17. Bources A/F, France was to be the target on this mission but it was scrubbed and another target was selected. Melum A/F, Germany was the mission that was flown by one element of a 12-ship squadron. Three were from the 67th. This was a G-H mission and the field was hit with unobserved results. Inaccurate meager flak was encountered, but no enemy aircraft; return was at 1615 hours. Sgt. Fresch (68th) boxed the 8th AF welterweight champ, 145 lbs, in the city of Norwich at a Salute the Soldier show, and defeated him in a closely fought match.

18. Two of the 66th PFF ships, Capts. Grow and Hammer, flew with the 44th - Grow had Major Kahl as Command Pilot leading our formation. 4 other PFFs flew leads with the 392nd and 466th. Lt. Ward (67th) led the 3rd section of the Group with 11 aircraft of the 67th. The primary target was Luneburg Airfield, near Hannover, Germany. On arrival at the primary it was found to be obscured by cloud cover as was the secondary. Therefore, the nine ships in the 67th section did not bomb. Lt. Starkey bombed individually on a target of opportunity and Lt. Herring bombed on PFF, hitting Bremerhaven. Results of the bombing was only fair for the Group. The formation returned to base at 1230 hours; 67th ship #021, Limpin Ole Sadie, with considerable battle damage - the right wing hit by flak severing the bulkhead. The fighter escort was excellent. A/C #031 was flown on this mission by a 506th crew.

All ground enlisted men stood dental inspection today.

Major Kahl, 68th's C.O., completed his tour of duty today.

Pilot-less aircraft are operating over southern England in larger numbers.

19. The Group was scheduled for two missions today. The 68th, with 11 aircraft, represented the entire 44th when the 506th's ships were cancelled. Autheaux, France was the target - a military installations - and was hit with unobserved results due to 10/10th cloud cover. Moderate, accurate predictor controlled flak was encountered, but only one ship suffered battle damage. The 67th was scheduled for the second mission but it was scrubbed at the very last minute.

20. A deep penetration into Germany was made today by the Group, 12 A/C were 67th, on this early morning mission. Lt. Ward led the 2nd section which was composed entirely of 67th ships. The target was Politz, Germany, the site of extensive oil refineries. The bombing results were most gratifying as the MPI was completely covered with an excellent pattern. This was by far the best bombing of the month so far, visual. Fierce enemy attacks were encountered - 60 E/A were seen but only seven attacked the 44th's formation. Lt. Keller and crew in the 68th's A/C #42-94892 U "Battlin Baby" was hit hard and left the formation headed for Sweden. The plane landed at Bulltofta, was interned and returned to England on 19 June 1945.

Claims for destroyed enemy aircraft were submitted for two crewmen of the 67th - S/Sgt. Horace L. Watkins flying as tail gunner on A/C # 087 K is credited with one Me 410; S/Sgt. Albert H. Wright of Pittsburgh, flying as tail gunner of A/C #42-94846 L is credited with one Me 110. An intense barrage of flak was encountered at the target which accounted for eight of the 12 67th's ships suffering battle damage. The weather was good, the fighter support was excellent, but this mission was considered the roughest in quite some time. Return to base was at 1330 hours.

Lt. Jones adds: Rumor has it that it will be a long raid. All bad rumors seem to come out true - this is a DP, past Berlin, to a synthetic oil refinery which puts out 10% of Germany's synthetic oil. We carry 42 x 100 lb GPs and 2700 gallons of gasoline. Today the 44th BG is leading the whole 8th AF over the target, with 21 squadrons scheduled to hit Politz. We take off at 0500, north over southern Denmark, north of Kiel, then southeast of the target. We make a sharp turn and head for the target. The first squadron over doesn't get too much flak, but we catch hell! It seems like the sun is blotted out, it is so dark and it's accurate. They told us 85 guns would be turned on us, and I'm sure there were all of that. The Germans try to cover the refinery with smoke pots, but they aren't successful because of a high westerly wind. Our top turret and tail turrets are hit by flak. We get out quickly and head for home. Our tail gunner claims a Me 410. We arrive home to find some 29 holes in our plane - E.

N. The Wasps Nest, was retrieved today after being repaired.

21. Almost one month has elapsed since the last trip to the Big City - Berlin. Today, the crews were briefed to attack the large motor works at Genshagen, a suburb just 20 miles south of the heart of Berlin. Specific target was the Daimler-Benz Motor Works but very bad weather prevented visual bombing, so Berlin was hit utilizing the PFF method, results unobserved. The 67th put up ten aircraft, all in the first section which was led by Capt. Grow in

a 66th PFF. Lt. Carter, flying ship #320 was abortive when the #1 engine ran away and oil pressure dropped sharply. 67th's aircraft numbers 616 and 411 were flown by crews of the 506th Squadron. Ships #367 and 967 were flown by crews of the 68th Squadron. The plane with a 506th crew A/C #42-100411 E, piloted by 2nd Lt. N.E. Howe, is MIA. (1 KIA, 8 POW).

Our nine 67th planes were over the target and bombed with fair to good results. The flak was fairly moderate, barrage tracking and accurate. Out of the 36 aircraft that bombed, 25 were damaged. There was an enemy aircraft attack on the low left squadron, but none on the 67th formation. The E/A, Me 109s were driven off by our fighter support, but not without hits being made. Some rockets were encountered also, but their effect was of little value. The 506th took the brunt of the enemy attacks and at first reported three lost, but only #411 officially. The formation returned at 1800 hours. 68th's Lt. J.M. Smith, in Flak Magnet, crashlanded. Lt. Jones (Lt. H.C. Henry's crew) adds: Up again at midnight. How I wish they'd give us a rest! Off at 0500 in J (#318) with a load of 10 x 500 lbers. After some five hours we reach the target. Escort is fairly good but we have a period of some 30 minutes without escort just before the target. They can't seem to make up their minds. This causes half of the formation to drop too soon. We didn't hit the target very well. We get back and land at 1320; quite a few ships land with hydraulic systems out and one without any rudder control."

66th's PFFs provided: Lead of 467th BG; lead of 466th BG; lead and deputy lead of the 392nd BG.

22. Eight of the 67th ships accompanied the Group (no 66th PFFs) on a short one to Nucort, France, a main supply site for the Military Installations along the coast of France. Take-off was at 0930 and the return at 1350 hours. Nucort is also suspected as being a supply site for the Buzz Bomb installations, too. The results of the bombing was good. Flak was meager and inaccurate so far as the 67th planes were concerned, but the 68th had one damaged.

St. Cyr, France, an airfield, was the second mission for today. This A/F has been hit a number of times, but always with rather poor results. This time, however, the airfield was hit with very excellent results. Capt. Marcoullier was the Lead Pilot of the Group, the formation only 12 planes (four 67th). Meager to moderate accurate flak was encountered and the 68th had two more planes suffering Category "A" battle damages.

Between 50 and 75 pilotless aircraft (V-1s) were over England today with about 37 over London. They are being handled with much better success by the ack-ack batteries and fighter planes over southern England.

Lt. Jones adds: "We finally got a day off but we had to apply for it through the flight surgeon - slept most of the day."

Laon/Anthies A/F. France was the target for 23rd with the bomb results being from very excellent to fair. Flak over the target was very accurate and quite heavy on the 68th Squadron's ships. Two runs were made on the target in order to get the correct sighting and the 68th planes suffered two category "AC" and five "A". Eight of the 67th planes bombed and returned at 2215 hours. A/C #820 was flown by the 68th Squadron.

Lt. A. Jones adds: "At 1330 we were called to briefing. Ship M, a B-24H, a bomb load of 52 x 100 lb GPs, and duration of 6½ hours. Saw one ship crash, hit by flak; two others were shot down with 5

chutes seen."

24. Most of the 44th were stood-down today but the 66th had two PFF ships being sent to the 96th Combat Wing. 1st Lt. Schoeffler flew with the 466th BG and Lt. Godbout with the 458th BG. Both Groups' targets was Toussus-le-Noble A/F, one bombed PFF and one visual.

25. Capt. Schmidt, 67th, led the Group today with 12 aircraft from the 67th forming the 1st section. The target was a power-house at Doullens, France - a very small target to hit. Lt. Murry did a good job of hitting it from 25,000 feet - the results were excellent, and all of the planes bombed. The 44th had two other targets, Abbeville was hit by another squadron of 12 planes, and Amiens was hit by the 68th, again with 12 planes, but with poor results. Flak action was meager but fairly accurate as four of the 68th's sustained some battle damage. There were no enemy fighter activities observed.

So Captain Schmidt finished his tour in a blaze of glory with an outstanding job of bombing, not to mention the super buzz job he gave the field upon returning. The formations returned to base at 1420 hours. 67th airplanes #021 T and #820 were flown by the 506th Squadron.

1st Sgt. Robert Ryan inspected Site #1 - conditions very good. 2nd Lts. promoted included Hill and four others (can't read) effective the 21st.

Lt. A. Jones adds from his diary: "Bomb load was 12 x 500 lb GPs, ship was M, an H model. There was a little flak from Belgium as we went over but no flak at the target. Saw Brussels and the White Cliffs of Dover today. A castle was destroyed by mistake on this mission - everyone feels bad about it."

The 66th's PFF ships, two of them, were sent as leads for another Group (not identified). The target was Bretigny, France. No other information located.

26. Generally speaking, this was a very quiet day. All weapons were inspected and carbines found to be in good shape. However, Lt. A. Jones recorded in his diary that "Briefing was at 0130 for a very long mission to Munich, Germany. Load 10 x 500 lb GPs in A/C "W", an old B-24J. We are supposed to hit a large airfield in Munich. We are in the ship and ready for take-off when the red-red flares indicated scrubbed. I'm back in the sack by 0500." Major Kahl released from 66th and assigned to Headquarters.

27. Creil, France, the site of a rail tunnel and a Marshalling Yard was the target for today. Six 67th, 7 68th and 9 506th aircraft departed this base at 1515 hours, all ships reached the target, completed mission and returned to base at 2100 hours. Bombing was accomplished on the G-H method and results were fair. The flak was intense and also accurate over the target with many of the 44th ships being hit. Three 68th's men were wounded by flak, and the 506th Squadron lost two planes: A/C #41-29496 G+ piloted by 1st Lt. B.L. Scudday (3 men POW); and A/C #42-110082 piloted by Lt. A. Tucker, was the plane crash-landing at Manston, Kent on the return. Lt. Scudday's ship was hit by flak approximately 30 seconds before bombs away.

One 68th plane piloted by Anderson crash-landed with no nose wheel. Fifteen ships were damaged by flak.

On this day Lt. Trudeau completed his tour.

28. Saarbrucken, Germany was hit on the 28th by six PFF ships of the 66th Squadron. Capt. Ugarte flew the lead of the 458th BG; Capt. Stanhope was lead of the 2nd section of the 458th BG; Capt. Yoder was lead of the 392nd BG, with Lt. Englehardt as deputy lead. Lt. Zweig flew the lead of the 2nd section of the 467th BG; and Capt. Devon Davis led the 466th BG, B Wing.

29. Eight PFF ships of the 66th took off, but two were forced to return early. Four flew leads for the 392nd, and 458th. Two were with the 44th formation, the lead being flown by Capt. Ugarte in A/C #794 with Major Hunn as Command Pilot. Lt. Ward led the 2nd section of 12 67th aircraft, all planes departing at 0530 hours. However three were abortive as they didn't make assembly and could not catch up. So the nine 67th A/C proceeded to the target, the Krupp Aircraft Factory at Magdeburg, Germany. Results of the bombing was poor to fair, depending on the section. Meeting the stiffest ground fire this month, the 44th Group had 26 of the 36 dispatched damaged. In addition, two aircraft were lost. In the target area where the flak was heaviest, one aircraft was hit by flak and this caused the plane to crash into the one next to it. Thereby, both were locked in a death-dealing crash. Eleven parachutes were reported seen. These planes were from the 506th and the 68th. The remaining planes returned to base at 1230 hours, eight of the 9 67th damaged, and A/C #193 I had category "SV". 506th's A/C #41-28829 H was piloted by 1st Lt. G.S. Wescott 506th plane #42-51181 K was piloted by 1st Lt. H.K. Landahl. 1st Lt. T.C. Conzoner, bombardier on Landahl's ship #181, recalls that almost at the same time the two aircraft received direct hits, with his plane suffering an explosion in the right wing. "My impression was that of intense silence and I became aware that I was outside and slightly above the nose section of the B-24. This, in turn, was separated from many pieces large and small - what was left of the B-24. I surmise that when the aircraft exploded, I was blown out along with the other crew members, both dead and alive. I parachuted down with no problems and ended up in the same field with Frank Rinaldo and Walter Yount..... They took us to a central gathering place where my Co-pilot Smith and Aircraft Commander Howard Landahl were both alive, however Landahl was mortally wounded. I did what I could for Landahl but he died in my arms about 20 minutes later."

S/Sgt. Frank A. Rinaldo recalls that "When we got hit we crashed into Wescott's plane, which blew three of them out alive. The plane that we flew (#181) was named Cape Cod Special. The plane we crashed into was "My Everlovin Gal". We both flew out of the 506th. ..When the Bombardier said 'Bombs away' I looked up at my window (tail turret) and it was all shattered and my last words were 'Let's get the hell out of here!'. That's when we go hit. It knocked me over and when I started to get up we got hit again - or so I thought, but instead, it was when we crashed into Wescott's plane.... When I got up all I could see was wide open space where the bomb bay used to be. Luckily I had a back type chute on so I dived out...."

Three men survived from Wescott's aircraft. Lt. Jones' diary includes: "Take-off at 0430 in ship Q, B-24J, "Myrtle, The Fertile Turtle"; load is 42 oil bombs. Over the target Sgt. Tillner, the other waist gunner, was hit in the leg with flak. (It was a serious injury) The trim tab of rudder shot out, prop on #4 also was hit but it still worked. I gave first aid to Tillner over target area because no fighters would attack during that period. Flak was still in his leg. Didn't use tourniquet

because bleeding wasn't too heavy and soon stopped due to cold after I cut his heated suit away and applied sulfa powder. He refused morphine. We left the formation at the coast and came in as fast as possible. Ambulances followed us to our dispersal area, doctor came aboard, then took him off the ship. We lost two ships over target - from 506th. They hit one ship and it fell into the other. Both blew up but we saw 11 chutes - one was on fire, however." 66th's #41-28767 L+ crash landed in Kent - salvaged. Sgt. George Maxwell completed his tour today.

30. Stand-down today, but this month will go down in history of the Group - and the 67th Squadron - as the largest operational month to date. The 67th Squadron participated in 27 missions! The 68th Squadron rolled up a total of 207 accredited operational sorties. Abortives have been reduced significantly and now most are caused by personnel failures. And today was payday!

The record of hits and misses of the attacked targets are as follows:

Seven targets were given excellent results

Five with good results

Three with fair results

One with poor results

Six were with unobserved results and two were not bombed due to bad weather. These do not include the 66th PFF missions flown with other Groups.



B-24H #42-52332 "MY ASS'AM DRAGON" A 66th's ship.
Lt. Talbott and crew went down with this ship on
15 March 44. See p. 191 for story.

The month of July found the 44th Group devoting most of their attention to targets in the heart of the German war machine - Germany. Out of a total of sixteen accredited missions for July, ten were directed against targets in Germany. Six others were against German-held France. The type 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 Nazidom - its home, Munich. This town was hit twice by our forces, although we were briefed for it only once as a Primary target.

Fighter encounters now only occur over Germany proper, and then quite infrequently. The 67th Squadron achieved its successes without cost during June and July, flying forty-one missions and 364 sorties without loss of crew or aircraft. But finally on the 29th of July, Lt. Green, flying his first mission, crashed in a mid-air collision while enroute to Bremen and was last seen spinning into the North Sea.

On the 24th and 25th of July, in support of Lt. Gen. George S. Patton's successful break-through which would carry him eventually to Paris itself, the Squadron (and Group) hurled down tons of fragmentation bombs upon the weakening German lines.



B-24J #42-99966 W "FULL HOUSE" A 68th Aircraft
This plane, piloted by 1st Lt. Ted L. Weaver, was
lost on 7 Jul 44. See story on p. 235.

1. There was no mission scheduled for today.

Two new combat crews joined the 67th Squadron today. And three promotions to Captaincy: Mercer, Wahler and Winchester, effective 27th June. 1st Lt. Kessler duty to leave of absence for seven days. 2nd Lts. Boone, Renzi and Robb promoted to 1st Lt., effective 26 June.

2. Major Felber returned from 3-day leave of absence. Cpl's Henry and Browning to duty from DS. Again, stand-down today.

3. The first mission alerted for the month - one to Haute Oot Clangermont - was scrubbed.

1st Lt. Owens, 67th Squadron S-2 officer, left today for 231st hospital. Capt. Cooper, Wahler and 1st Lt's Fischer and Nicholson, having completed operational tour, were transferred to 12th RCD.

4. After three days of inactivity, the Group celebrated the Glorious Fourth by blasting the Beaumont-Le-Roger Airfield in France. 10 of the 67th aircraft participated in the Group effort of 28 planes taking off, 27 of them attacking. The one plane failing to bomb was the 68th's #42-100412 V piloted by 1st Lt. B.L. Schaffer. This A/C developed propeller and engine trouble and was forced to turn back. The plane was in such bad shape upon returning to southern England that it was impossible to land. It was shaking so badly that it could not be controlled, so the crew bailed out and the plane crashed in an open field southwest of London. Over the target meager inaccurate flak was encountered but no damage to the Groups planes.

Lt. Jones adds: "Take-off delayed two hours. Ship T broke down with no gas pressure so we used N, took off late with a load of 52 x 100 GPs. Never did find our (67th) squadron but tagged on to the 68th's. Dropped through overcast - couldn't see the results. The only opposition was about seven rockets."

The following promotions were effective as of 1 July 1944:

From S/Sgt. to T/Sgt. : Turek and Cudd

From Sgt. to S/Sgt. : Latimer, Conroy, Schonfield, Greving
Gregory, Calloway, Porter and Troy.

From Cpl. to Sgt. : Stoddard, Brown

From Pvt. to Cpl. : Heinback, Gianopolis, King

From Pvt. to Pfc. : Greenfield, Wall, Scheetz and DeShane.

5. No mission scheduled for today.

The 67th Squadron Engineering officer, Lt. Fenn promoted to Capt. 2nd Lts. Carter, Hagerish, Hermann and Hofferber promoted to 1st Lt. effective 29 June. 2nd Lt. Brandt to 1st Lt. as of 3 July. 8 A/C from the 67th participated in Group practice flight.

6. 32 of the 44th's planes took off today, 7 were PFFs, 8 each by the 67 and 68, 9 by the 506th on a mission to the submarine pens at Kiel, Germany. Two planes were abortive: Lt. Starkey (67) lost #1 engine and Lt. Stone (506) due to personnel trouble. The 66th's PFF flew leads for the 392nd, 492nd, 458th, 467th and the 44th. Capt. Ugarte in #783 led the 44th with six out of the seven leads bombing visually. Light accurate flak was encountered but there was no battle damage reported by the 67th crews. Excellent fighter support was supplied. A/C #42-100367 F crash-landed in field.

Three 2nd Lts. promoted to 1st: Honmyhr, Herring and Paul, effective 4 July.

A second mission for the day was scrubbed - this one to Haute Gote.

7. A German Aircraft factory at Bernberg was the target for the thirty-seven planes of the 44th plus 6 PFFs of the 66th. (13 of the 67th) The PFFs provided leads for the 392, 466th, 458th, and one bombed visually. The 44th bombed the target visually although PFF equipment was available. Enemy aircraft arose to give challenge to the formations, and the 68th report that this one was one of the roughest they have ever met. They lost three planes and crews, five received category "AC" damages and three "A" damages. Results of the bombing was listed as good to excellent; flak was moderate and accurate. The formation encountered 30 to 40 Me 410s and a few JU 88s. The Group claimed five - four - two with the 67th gunners S/Sgt. Ranson A. Tomlinson, flying as right waist on Lt. Ward's crew being credited with the destruction of one Me 410; Sgt. B.H. Nelson was credited with the probable destruction of one Me 410. 68th Squadron losses were:

A/C #42-110035 piloted by 1st Lt. D.H. Steinke - Two POWs, only

A/C #42-100170 piloted by 1st Lt. J.A. Wilson - One KIA, 9 POW

A/C #42-99966 W piloted by 1st Lt. T.L. Weaver - Seven POWs

This latter plane, 99966 and so the name "Full House", had a crew flying their 23rd mission. Just before bombs away some 12 Me 110s, twin-engined fighters dived on them in the high squadron of the formation. Only a pass was made but they hit "Full House" in the top turret, flight deck, navigators compartment, wings and the engines. One shell exploded in the instrument panel and filled the cockpit with smoke so that the pilots hardly got a glimpse of the attackers. Only one prop could be feathered, two others kept windmilling, and the navigator and left waist gunners were wounded.

Losing altitude quickly the ship was quickly attacked by Me 109s and the gunners valiantly fought them off. Then A/C #170, also badly damaged, joined with "Full House" for a few minutes. But "Full House" didn't have the power to continue flying and the crew bailed out at 1100 hours. But the left waist gunner, Sgt. Stanley G. Nalipa, was wounded and had to be helped bail out, had no luck at all as his chute did not open and fell to his death. The co-pilot Shambarger landed about 33 miles southeast of Groningen City The Netherlands, not too far from the German border. When the people came up to Shambarger to assist and he thought that one wanted to shake his hand (a 22 year old Nazi sympathiser) but this youth suddenly pulled a knife and stabbed the Lt., killing him. So eight of the ten crew members survived to become POWs.

Lt. Al Jones adds that: "This is a max-max. Up at 2 AM, take-off at 0410, load is 52 oil bombs. Everything went well until we reached the I.P. I was just swinging the sight on the target when I chanced to look up. Just at that moment about 75 to 100 Me 410 hit the squadron ahead of us. I shut my eyes expecting all of the 24s to be knocked down. However, they only got one. I thought we were next to get an attack but because of our position, high and to the right with good formation, the Me's took the lower section, the 68th. I tried to watch because J.T. (a friend) was in that section but was unable to see. Besides, we were on the bomb run. I picked up the Target and we let our bombs go. First and second squadrons had good results, the 3rd was excellent. However we saw 6 to 8 24s go down and many fighters. Our escort was

in a full fight with the Germans by now and things were really popping. Saw two P-38s get a 410 in cross-fire and blew him up. Lee and I saw many fighters go down and we counted over 30 chutes. Found out later that J.T. got a 410 and so did his tail gunner. After getting home and eating M/Sgt. Mike Curtin, our crew chief, came over and Lee, Pete (Henry) Al (Winters) and I had drinks with him."

There was another inspection made of the 67th Squadron area today. Two more combat crews joined the squadron.

8. The 67th Squadron, with four ships, led the Group's small formation of 10 on a briefed mission to Esternay, France. Bad weather prevented the formation reaching the target even though one PFF ship of the 66th was flying deputy lead. So it was a target of opportunity that was sighted and bombed with excellent results. The target was a tactical one, a bridge (railroad) on the island of Zuid Beveland. All of the nine planes that bombed (1 506 had to return early) returned to base safely as no flak or enemy aircraft were encountered. A milk run.

9. A stand-down today - bad weather.

Lt. Weatherwax, navigator, was assigned as Assistant Squadron S-2 per SO #23. Lt. Stegbauer assigned as Squadron Navigator as well. Lt. Metts and Voorhees returned to duty from DS.

10. Supplementary payroll was paid today. There was an inspection of arms, results were good. The alert for today was called off and then the day declared a stand-down.

11. A deep penetration into Germany with the target being the Rein Airfield near Munich, but cloud coverage prevented a visual run, so the city of Munich itself was hit on a PFF bombing run. The 67th sent seven aircraft, but Lt. Bartlett and Herring were abortive due to mechanical malfunctions. So only five of the Squadron were accredited sorties and all returned to base safely. Flak at the target was moderate inaccurate, but the 68th had one plane seriously damaged, flew back to the Channel, and was forced to ditch. This was A/C #41-29544 T, "Flak Alley" and piloted by 1st Lt. A.D. Bonnet. Four of the crew were saved but the others are believed to have drowned. Yes, all reported KIA. The 44th sent out 30 aircraft, 8 of them 66th's PFFs. Capt. Ugarte and 1st Lt. Hawkins were lead and deputy lead for the 44th. Two more were lead and deputy leads for the 492nd; two others were lead and deputy for the 448th; one led the 93rd and one led the 446th. Lt. Zweig, in A/C #41-28776 E+, failed to return and MIA. (Two returned to duty later, with four surviving.)

1st Lt. John L. Quail, Jr. of Fresno, Calif. adds this: "The four crewmen who survived this bombing mission were: Major James Conrad, 1st Lt. Louis E. Zweig, Jr., pilot; 2nd Lt. Milton Mollen, radar operator; and myself, navigator. We were part of the Pathfinder Squadron (66th) and consequently flew to pick up Command personnel from the 448th BG as we did for each mission. This is the reason Conrad and Thielen are on the list (Casualty List). Major Conrad was Command Pilot which accounts for our co-pilot Burge being in the rear of our plane.

We were damaged by flak over Munich (so) we left the formation and headed across France toward Dover, England. Near Lille, France, with

the English Channel in radar range, we ran out of fuel. Orders were given to bail out and Mollen and I opened the bomb bay doors and were first out. What happened afterwards is not fully known, but I heard a B-24 aircraft go into a spin - it was a cloudy day and I couldn't see the plane - then heard an explosion. Everyone in the back of the plane went down with it.

On the ground and with the help of the French, I met up with Lt. Zweig and together we found Mollen. He had broken his leg so we had to leave him, hoping he wouldn't be caught. But he was picked up by the Germans, we found out later, but never heard what they did with him. Also, we found out that Major Conrad was picked up by the French Underground.

Zweig and I moved out of the area with the help of French farmers and after three days of moving toward Paris and Allied lines, we were picked up by the French Force of Interior. We stayed with a French family until liberated by the British Army in September 1944. While living with this family, I was told that Conrad was safe and being cared for, but that all other crewmen were found dead in the aircraft."

Lt. Quail also adds that after he was reported MIA, someone took his bicycle, went through his locker and helped himself to Quail's personal items, including his wallet; then, somehow got the wallet into the Channel. When the wallet floated to shore and was found, it immediately prompted a sea search for the missing plane!

Lt. Mercer and crew completed operations after 34 missions.

12. As the Primary target was not hit yesterday, it was back to Munich again today. 7 PFFs (2 with the 44th) and 34 others from the 67th, 68th, and 506th took off at 0900. The other 5 PFFs flew leads for the 93rd, 448th, 446th and 392nd. Again, Captain Ugarte was the 44th lead. Thirteen of the 67th aircraft made up the second section which was led by Lt. Ward. Moderate inaccurate barrage type flak was encountered in the target area, but there were no enemy aircraft attacks on the formation. Later, reports from higher headquarters indicated the target, the Marshalling Yards, was hit with very 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. Only 12 of the 67th planes were credited sorties as Lt. Hyland was forced to turn back due to an oxygen failure. Major Lehnhausen was the Command Pilot with Capt. Ugarte and lead of the 44th.

Lt. H.C. Henry of the 67th participated and his bombardier, Lt. Jones recorded this information: We are to fly deputy lead in our ship Myrtle Q, our load is 6 x 500 GPs and 4 x 500 lb clusters of incendiaries. Just as we hit the coast two from our formation turned back. Our #4 engine started losing oil but we decided to go on. Cloud cover almost 10/10th - Lee passed out from lack of oxygen. I got him to come to, but he was no good the rest of the mission. I did navigation to the best of my knowledge - could see the ground occasionally. Dropped on the PFF ship over the center of Munich. Flak light on us, but heavy on the squadrons behind us. We were briefed that they had 192 guns in the area. Chaff worked good and most of the firing was low on us. We led the whole 8th Air Force on this one. We were at 24,500 feet most of the time. Then, just as we started our instrument let-down, our #4 engine had to be feathered - out of oil. We let down through the overcast firing red-red flares, cut in on the traffic pattern and landed after 9½ hours. We had lost 32 gallons of oil per Sgt. Curtin."

13. Today the Group attacked the very important rail and communication center at Saarbrücken, Germany with 29 aircraft. It is doubly important with the fact that our invading forces in Normandy call for heavy demand on this area by the Germans in their attempt to fight off our ground forces. The 67th had 7 A/C scheduled, but Lt. Herring did not take off due to instrument trouble. Again, Capt. Ugarte led the 44th in his PFF while the other five PFFs from the 66th provided leads to the 392nd, 489th, and one with the 491st but he did not bomb. Moderate inaccurate flak was encountered but no battle damage was sustained by the 67th crafts. The bombing run was PFF as 10/10th cloud cover prevailed and results were obscured and unobserved.

Winchester, Johnson and Whitted were assigned to 12th RCD.

14. There were no missions scheduled for today. Crews participated in lectures and ground training. Site #3 passed inspection. T/Sgt. Willis J.W. Cato completed his tour and transferred to 12th RCD. T/Sgt. Kipnes and Rand from duty to 7-day furlough.

15. No operational mission this date due to weather, but local flying prevailed with seven 67th A/C accompanying the Group practice mission.

Lt. H.C. Henry and crew relieved from assignment and assigned to the 66th B.S. to fly PFFs.

2nd Lts. Still, Ricketson and Baker promoted to 1st Lts. 13 July.

16. 42 aircraft departed this base at 0530 hours on an operational mission once again to Saarbrücken. 7 PFFs, 12 each by the 67th and 506th and 11 from the 68th. The 67th had 11 aircraft reach the objective, the bomb run was PFF and the results were unobserved due to the cloud cover, but believed good. The 66th again had leads of the 492nd, 446th, 448th, and 93rd. Lt. Gunton led the 3rd section which was made up of 67th aircraft. Lt. Duwe was forced to turn back due to a runaway prop on #4 engine. Sortie credit was allowed since he was engaged in flak. All returned safely.

There was a Station Defense All-Out Alert at 1100 hours. The Squadron (67th) received notice that M/Sgt. Illick and Horvath are to return to the Zone of Interior. Three enlisted men transferred to the 66th Squadron - Sgts. Moore, Mercuriadis and Brandford.

17. There was no mission scheduled for today.

Congratulations are in order for the 67th Squadron Executive Officer, Capt. Grube, who is now Major Grube. Six 67th planes took part in local formation flights.

The Squadron softball team defeated the 464th Sub Depot in an evening game by the score of 7 to 2. The team is leading the base league with 1000% success!

Cpls. Austin, Byers, Collis, Collier, Landry,; Pvts. Bickel and Bombalski promoted to Sgts.

18. With the plan of aiding the British troops in their big push in the Caen area of France, the Group sent 38 aircraft (no PFFs) over to bomb troop concentrations in the Troarn area. Both the 67th and 68th sent 13 ships each and 12 by the 506th. The 67th's Lt. Ward led the 3rd section which attacked the last resort target of Mezidon, France, and strike photos indicated that good bombing resulted - good to excellent. General Johnson led the first wave. Intense flak, and accurate to boot, was encountered. Again, Lt. Herring was forced to turn back due to mechanical malfunctions. Lt. Duwe sustained slight flak damage; the 506th had 10 ships damaged even with their lead position. Lt. Leonard of the 506th was lead pilot and Gen. Leon Johnson was in his ship. 1st Lt. Cloxton, Supply officer of the 67th, returned to duty while J. Van Koten, 1st Lt. was assigned to the 467th BG.

A second mission for the day was planned for Rotterdam, Holland for their oil storage facilities but it was later scrubbed.

19. Capt. Aldridge led the Group on an operational mission to Russelsheim, Germany. But 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 Squadron (67th) put up 13 aircraft as did both the 68th and 506th, and the 66th provided PFF lead and deputy lead for the 392nd BG. All planes bombed successfully and all returned to base. The 67th planes were not damaged but the 68th reported moderate and fairly accurate flak with six of their A/C sustaining "A" damages and one "AC". 1st Lt. H.R. Dimpfl was slightly injured by flak.

67th Squadron Supply started issuing Bronze Stars to be worn on ETO ribbons.

20. Erfurt/North Airfield, Germ., was hit with excellent results by the Group's 26 bombers. Actually 25 regulars and 2 PFFS took-off but one 506 plane was forced to return early, and the two PFFs were lead and deputy lead for the 492nd. Lt. Gunton flew deputy lead of the second section. The formation encountered no flak or enemy aircraft and all returned safely to base. Bombing was visual.

Lt. Stevens assigned and joined from the 66th. Capt. Mercer and 1st Lt. Rising, having completed operational tour, were assigned to the 12th RCD. 1st Lt. Abrams relieved and assigned to 491stBG.

21. The mission today was a long one - to Oberpfaffenhofen, an armaments center near Munich, Germany. 27 aircraft, including 4 PFFs, two of which led the 44th and two with the 492nd. Lt. Ward led the second section which was made up of 8 67th ships. The enemy sent up approximately twenty-five aircraft to try to offset our "heavies" attacking force, making their attacks mostly from the tail position. The flak was moderate and accurate. The E/A gave fierce challenge, and combined with the flak, caused the loss of four Group planes. It is believed that these four planes headed for nearby Switzerland. The Group claimed 3 - 1 - 0 against the FW 190s and Me 109s. T/Sgt. Maurice P. Groh, flying as top turret gunner on Lt. Ward's crew was credited with the destruction of one FW 190. T/Sgt. Edward M. Healy, top turret gunner on Lt. Duwe's crew was credited with the destruction of one Me 109. S/Sgt. Bernard E. Schiffbauer, flying left waist position on Lt. Knowles crew, was credited with the probable destruction of one FW 190. Crews report this mission to be the roughest so far this month, with at least 13 planes returning damaged and four lost. Losses were:
 68th A/C #42-110049 A "Mary Harriet" 1st Lt. J.R. Anderson's crew
 68th A/C #42-95226 C "Channel Hopper" F/O D.F. Tofte's crew
 Both ships successfully arriving in Switzerland, crews interned.

506 A/C #42-110034 R̄ 2nd Lt. J.W. Allen and crew - 8 POWs
 506 A/C #42-95142 K̄ 2nd Lt. M.H. Butler - All 10 POWs

506 A/C #42-95207 crash-landed at Warningford, England and later salvaged. Pilot of this aircraft was Lt. Charles N. Atkins, Jr. 67th Sgt. Woodrow Wilson was cited on the 44th Bomb Group Special Order #43 as the enlisted man of the week for his outstanding work in the D/F Station on the base.

Sgts. Raffell, Alexander; Cpls. Franklin, Davis, and Williams assigned and joined the 67th Squadron. Cpl. Turner promoted to Sgt.

22. Today was a stand-down. Adverse weather. Capt. Worrall, 67th Squadron Medical Officer transferred to 1st Airborne Division. Lts. Bakalo, Bledsoe and crews assigned and joined.

23. Bad weather conditions kept the planes on the ground for the second day in succession. This only affected operational missions as the Group scheduled a practice mission in which seven aircraft of the 67th participated.

24. Capt. Aldridge led the Group on a mission to St Lo, France in a ground-supporting role. In advance of a big push by the American Ground Forces in the Normandy area of France, the Air Forces were to bomb the enemy troop concentrations. But the weather was bad for this type of operations, 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 37 planes participating (14 of them 67th's) as enemy flak was encountered. The proximity of our own forces made it too dangerous for unseen type bombing practices. No PFF ships were utilized in this type of attack. An afternoon beer party was given in honor of M/Sgts. Illick and Horvath who are returning to the Z.O.I. Sgts. Illick and Horvath are two of the original members of the 67th Squadron. Sgt. Illick

has served in the capacity of Line Chief; Sgt. Horvath as Squadron Supply Sergeant. The party started at 1630 hours and continued until the wee hours. There was plenty of beer and plenty to eat, and everyone who attended had a wonderful time. All are sorry to see them leave, but on the other hand, glad to see them get the opportunity to return to the good old USA.

Lt. Shepherd assigned and joined; assigned as Assistant Squadron S-2. Capt. Barber, Base Medical Officer, inspected Site #3, comments good.

25. The same planned operation as for the 24th of July was carried out today, with excellent results. Again, Capt. Aldridge, 67th, led the Group with 14 ships of the 67th. The 44th with 36 aircraft led the Wing and the Division. The planes bombed from an altitude of 13,000 feet and thereby were the recipients of plenty of flak, but no enemy fighters were seen. Lt. Green, flying A/C #42-99997, sustained slight battle damage and the 68th had damage to 10 of their 12 ships. Later, results proved our bombing effected the breakthrough and now our troops are pouring through the gap with excellent gains.

Capt. Middleton and S/Sgt. Bata returned from DS to duty. 1st Lt. Atkinson assigned and joined the 67th.

26. Mission for today was a target at Basdorf, Germany. However, it was scrubbed due to weather, and another mission was to have been run to an airfield at Chateaudun, France but it, too, was scrubbed for the same reason.

27. Lampheim Airfield was the alert, but scrubbed. No local flying, either.

1st Lt. Owens, 67th Squadron S-2 officer, from Hospital to duty.

1st Lt. Church assigned to 14th Combat Bomb Wing.

28. Mission for today was to have been a fuel dump at Rouen, France. However it was scrubbed due to adverse weather.

M/Sgts. Illick and Horvath transferred and left base this morning to return to the States.

Two new combat crews were assigned and joined. 2nd Lts. Kerr, Dillon, Ohlsson and Dukate promoted to 1st Lts. effective 19 July.

29. The ship-building area of Bremen, Germany was the target for 34 of the Group's planes today. Specific area of Bremen was Oslebshausen. The 66th sent nine ships and one abortive; the 67th and 506th sent 10 each, 9 from the 68th, and two planes failed to make the target having collided earlier. The well-established record of 41 missions without a loss to the 67th when Lt. Green, flying A/C #820 collided with A/C #309 of the 506th Squadron. The accident occurred just after leaving the English coast off Cromer. S/Sgt. Favors of the 506th, was the sole survivor, but was unable to give more information as to the cause of the accident. Bombing results were unobserved due to cloud cover. Flak was moderate and accurate with some aircraft - Lt. Knowles and Hundelt of the 67th - sustaining some battle damage. Lt. Gunton led a composite squadron made up of six aircraft from each of the 67th and planes from the 492nd BG. He was flying K, one of the oldest ships in the 67th Squadron. Lt. Yatkonos was forced to turn back due to the loss of oil pressure on #1 engine.

The 506 reports that "At 0830 hours, in making a left turn, the low element slid under the second element. #3 man in the second element was caught in prop wash and nosed down, colliding with #3 man in the low element. This ship, #309 went into flat spin."

506th A/C #42-95309 V piloted by 2nd Lt. B.J. Eberhardt - 9 KIA

67th A/C #42-109820 N "The Wasps Nest" No Survivors

Green, William F.	2nd Lt.	Pilot	Hamilton, Ohio
Lentz, Herbert B.	2nd Lt.	Navigator	Baltimore, Maryland
Mortenson, Douglas W.	1st Lt.	Co-pilot	Port Orchard, Wash.
Kenner, James D. Jr.	2nd Lt.	Bombardier	King City, Calif.
Broome, Garland R.	Sgt.	Engineer	Prentiss, Miss.
Sherwood, Lawrence J.	S/Sgt.	Radio Oper.	Oceanside, Calif.
McArthur, Earl R.	Sgt.	LW Gunner	Brattleboro, Vt.
Byers, Clifford L.	Sgt.	Tail Tur.	Hereford, Colorado
Landry, Henry C.	Sgt.	RW Gunner	Meridan, Conn.

2nd Lts. Fischer, George, Holcomb, Smith and Stewart promoted to 1st Lts effective 27 July

Last night a Buzz Bomb came over the field and woke many.

A Missing Air Crew Report on the above collision reports that four chutes were observed from the two ships and Air-Sea Rescue boats were heading toward the spot where both planes went into the sea. The bodies of Lt. D.W. Mortenson, Lt. J.D. Kenner and Sgt. H.C. Landry were recovered by the Air-Sea Rescue group. This accident occurred approximately six miles northeast of Cromer. Sgt. Alva Favours was picked up by Dutch seamen.

30. No operational mission due to adverse weather.

A 67th Squadron meeting was held in Site #3 for the purpose of explaining the 8th Air Force War Bomb Drive. Lt. Gatti read the directive from the Air Force and gave the Squadron the quota as being \$21,000.

Lt. Phillips and crew assigned and joined. S/Sgt. Bata transferred to 506th Sq.

31. Ludwigshafen, Germany, the home of the Chemical and Dye-stuffs, was the target for today for 28 plus Group ships (no 66 data available). Bombing was by PFF assistance so some of their planes no doubt participated. Eleven of the 67th planes participated with Lt. Gunton leading the 2nd section. Moderate, fairly accurate flak was encountered at the target, but no battle damage was sustained by the 67th planes; two of the 68th reported category "A" damage.

Payday, so the 67th Squadron got off to a good start on the War Bond Drive with \$8,000 collected so far.

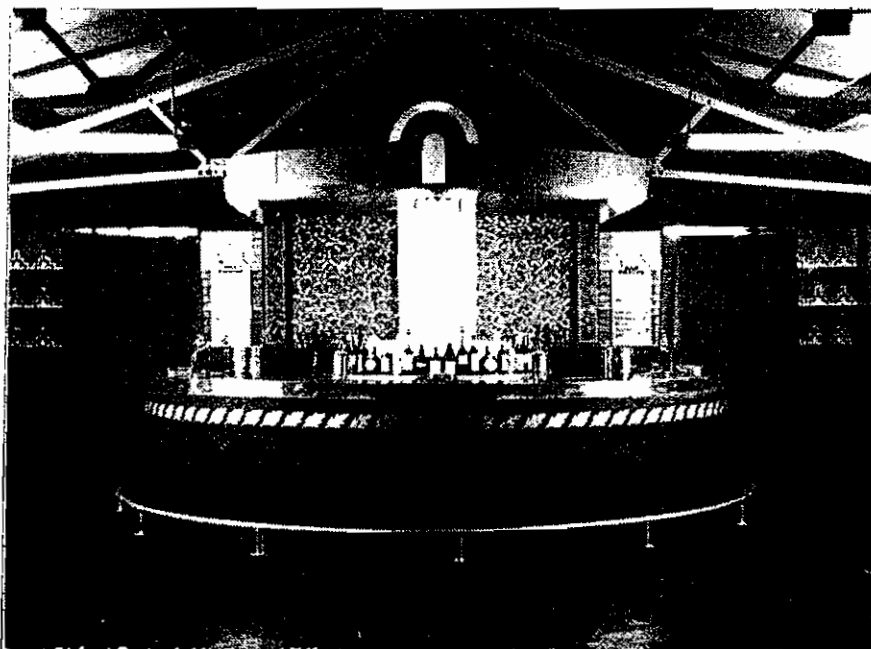
During the month of July the 67th Squadron participated in 16 separate missions, giving the Group effort an average of 8 aircraft per mission. There were seven abortives, mostly due to mechanical failure. The number is just a bit above the usual during past months.

Bombing results, in general, were classified "Good", with four rated as excellent. The weather seemed to be the greatest cause of mediocre bombing for the month. However, several H2X missions were very successful. There were many new crews flying during the month, several with only 4 to 8 mission experience.

There were three new crews assigned and seven crews released from

combat status having completed their tour of operations. Battle damage was slight for the entire month and no crews were lost to battle action. One, however, was lost due to accidental reason when two aircraft collided while leaving the English coast, during operations against Bremen. This broke a string of 41 missions and 364 sorties without a loss of crew or aircraft for the 67th.

Fighters were met upon two occasions; on the 7th and then again on the 21st. Flak was intense on both these operations as well. Around 0400 a buzz bomb landed near the field causing a little excitement on the base. The air raid warning came Red, then Black, and a few seconds later a sound not unlike the fast chugging of an outboard motor (but much louder). Some claim that they saw the white-purplish streak and flash, and then heard a sharp thudding explosion that seemed to shake the barracks for a second. All this was the impression of a buzz bomb which claimed to have landed near Dereham. Let's hope that no more of these monstrosities invade the quiet surroundings of our peaceful neighborhood.



COMBAT OFFICER'S BAR

There just doesn't seem to be appropriate words to describe my feelings as I stand here dejectedly on my empty hardstand. Crushed, heartbroken, defeated, lonely, and more than a little guilty. Maybe I could have done just a bit more, maybe I didn't do something I should have, maybe----.

In the cul-de-sac nearby there are the usual post-mission activities of gassing up, patching flak holes and/or bullet holes, engine checks, covering up, etc., fully underway. But here -- my plane is missing! I've sweated out each plane that landed hastily identifying and then looking for the next. But the ships are now all in and unloaded. My pleas to the adjacent departing combat crews for any hint of its fate resulted in merely that it had been hit, feathered #2 engine, and fell behind. The many stories of stragglers being jumped by enemy aircraft continued to send chills up my spine. And hope was almost gone.

Too upset to leave the line, I keep busy moving things around, making sure everything is in readiness for her return; kicking the weeds, watching the sky and then the Jeeps and power wagons as they busily travel the perimeter returning the crews for de-briefing. Then suddenly one of the Jeeps turns in and screeches to a halt and the line chief yells, "They're safe!! They landed on the coast with just an engine out." I almost needed a parachute to bring me safely back to earth. What a relief! Sweating out the safe return of all those big birds will always be tough; the failure of any to make it keeps getting worse and worse.

About 10 days later my crew chief, George Baccash, was alerted to leave in the morning to check out the airplane; to check out a command car so his crew of four so-called mechanics could make sure the plane is shipshape. A travelling maintenance crew had changed #2 engine, repaired the other battle damage, and left. They were not B-24 men so we are to make certain all is in order, and that she is again air worthy. The airplane is in southern England on an R.A.F. fighter base.

Except for our crew chiefs, flight and line chiefs most line personnel are buck sergeants or less, regardless of the recommended ratings. Ratings of sergeants or above must be reserved for combat crews in case they are captured by the enemy, they can't be put on work assignments. Consequently, four of us making the trip had to scurry around to find coats with staff sergeants stripes so we could all eat better in the officer's mess on English air bases. Food just wasn't available otherwise for military personnel in cafes, etc.

As we were picking up our command car, a driver in the motor pool overheard us trying to find directions to get to Brighton on the south coast, and volunteered to drive us. That is a break as we have no road maps, and even if we had, the British had removed nearly all road markings in the event that Hitler invaded. Consequently, the trip south through London to Brighton wasn't as tough as we had expected. There was little traffic other than military and bicycles, but the roads were narrow and meandering.

Brighton in peacetime is a bustling seaside resort area, but now the beach is strung with rows of rolled barbed wire, land mines and other assorted hardware to protect against invasion. So we ride on past the formidable beach, turn east and follow the coastline to Eastborne where we have hotel reservations for the night.

Like most hotels these days, there are few guests other than military. The hotel bar was open to all until 9 PM and then closed. But as soon as all non-residents left, the bar again opened for guests - and the six of us were the guests! True to the custom of most Pubs, each time the bar opens, a fresh bottle of whiskey is opened. And, to uphold tradition, we did our part to keep that bottle from getting old and spoiled. Good Scotch is hard to find.

At bedtime (or was it a little later?) we found it much easier and terribly funny to negotiate the stairs up to our rooms on our hands and knees.

In the morning we drove over to the R.A.F. fighter base situated on a bluff overlooking the Channel not too far from Beachy Head. There she was! Our pretty B-24 was parked near a row of trees, looking fit and ready. After a thorough and complete examination, both inside and out, plus a run-up of all four engines, we declared her fit for flying.

For lunch we drove to a larger base further inland, finally locating the officer's mess building, then went inside. I was more than a little shocked. This was my first introduction to an officers eating quarters, whether it be American or English. I knew ours were better than the enlisted man's, but this was ridiculous. X The room had several long, plain tables with benches to match, and very little else. There were cups for tea, milk but no sugar, a plate now and then stacked with rough slices of brown bread, and several plates of cut-up cheese. That was it! But eat and be thankful. If this is the best food served to officers, think what the poor enlisted man must get - and the civilians!!.

After lunch(?) and shortly before we were ready to drive back to Eastborne for the night, the air raid sirens began their chilling, undulating screeching. And in a very few moments we could hear the approach of a V-1. You only have to hear one buzz bomb to instantly identify it forever more. What a terrible roar that ram-jet engine makes. In a few seconds it was obvious that the damned thing was going to come right over us, and too late now to look for shelter. Besides, it was still under full power and no reason for alarm. We were unable to see it due to the low overcast, so we stood our ground and waited - momentarily. Just at that second came the chattering of machine guns, but not from any ground defenders, but from ABOVE us. Zip -- and we were gone, all six of us in different directions, diving for cover. A Buzz bomb with machine guns!--couldn't be.

We slowly picked ourselves up and tried to get organized again as we sought to find some explanation for this bizarre experience. Some British soldiers finally explained it to us. It seems we are in the middle of one of several V-1 flyways from France to London. The buzz bomb (they certainly do more than buzz) is programmed to fly low enough to be in almost continuous cloud cover that persists in this area, and yet high enough not to be seen from the ground; unseen from either above or below. To counteract this strategy, ground stations were set up in pairs, one on each side of the flyway. Every so often another station is established, all along the corridor. When a V-1 passes a station a pair of sky rockets are set off, piercing the clouds and showing the patrolling

Hawker Hurricanes or other fast fighter aircraft the exact location of the invader. The pilot then dives down to gain speed and following the successive pair of rockets to seek and destroy. Ingenious. And many times the V-1 is caught over the Channel by swift fighters who fly along side and using their wing-tip, flip the V-1 over and into the sea.

Next day, a minimum flight crew arrived to fly our pride and joy back to home base. I quickly volunteered to go with them as flight engineer - and to put her to bed when we got back.

Pre-flighted, we taxied out across the iron mats that served as a short runway for the Spitfires, then on down to the far south corner of this rough, grassy plateau. It is a pretty view to see the ocean a couple hundred feet down the chalk-white cliffs through the co-pilots window. But the view back diagonally across this "airfield", the long way, wasn't all that inviting because it really wasn't long. So it doesn't take much grey matter to understand why we got as far away from those buildings as possible. I took up a position between and just behind the pilot and co-pilot as they set the brakes. Then fully advance the four throttles, then the superchargers until the full power of those spinning propellers shook and bounced us, straining every nut, bolt and rivet. Suddenly, brakes off and I was hanging on for dear life as we jumped forward, gaining momentum with each turn of the wheels. We are soon rapidly accelerating, crossing the metal landing strip and off, but not up. Now a bump and we are airborne. No! back on the grass again. The rough terrain keeps bounding us up, but down we come.

With rapidly widening eyeballs, I shifted my anxious gaze from those suddenly large buildings to the instrument panel - and almost swallowed my teeth. The fuel pressure - the FUEL pressure - it wasn't!! But before I could say anything if, in fact, I could say make a sound at all, we blasted up over those buildings - and back down again, No, not quite all the way back down, but into a shallow valley where we gained sufficient flying speed, retracted our gear, and banked toward home, and I could breathe again.

Why in the world do I always jump for any excuse to fly? But now all is fine, those four Pratt & Whitney engines music to my ears, even though the fuel pressure gauge tells me that one of them shouldn't be. Back in our cul-de-sac, I quickly peel off the fairing around the engine accessory section of the "ailing" pressure to find that the indicator hose line had been improperly connected. No harm done, except of course for several missed heart beats. Now, ready for tomorrow, early, and back to war.

Quite a few changes in personnel this month but we're thankful for no changes in weather. We've had a full month of real, honest to goodness, sunshiney weather and we're all campaigning for more. During the month the 44th sent 91 officers and 228 enlisted men to the ZOI by way of different replacements Depots. The 44th went on ten missions into Germany and ten more into France; having done an excellent job on most of them.

On the 15th there were many changes in key personnel with Col. John H. Gibson, former American Airline pilot, returned to the States on DS for a 30-day recuperative leave. Col. Frederick R. Dent, Jr. appeared on the same letter orders to return to the States. So Col. Eugene H. Snavelly now assumes command. And continuing in that vein, Major Robert E. Felber, Commanding Officer of the 67th B.S., holder of the DFC with 2 OLC and the Air Medal with 3 OLC also returned to the ZOI. Major William R. Cameron, who had been acting as Group Operations Officer and who had formerly been Commanding Officer of the 67th BS, resumed his old command. Major Cameron is holder of the Distinguished Service Cross, the Distinguished Flying Cross, and the Air Medal with 3 Oak Leaf Clusters. (And will receive several more honors).

On the 11 of the month, seven days after our 200th operational mission was flown, the Group took time out to celebrate the occasion. And some of the highlights of those 200 missions: The Group started operations on 7 November 1942 and completed its first 100 missions in 16 months. We've then gone on to complete our second 100 missions in only five more months. During this string, the 44th has twice been cited by the War Department for distinguished action. The first citation came after the attack on Kiel on 14 May 1943. The second citation was for the first and historic low-level attack on the Ploesti Oil Refineries in Rumania on 1 August 1943. Brigadier General Leon W. Johnson was awarded the Congressional Medal of Honor for his action that day.

84 of our 200 missions were to Germany, with the others ranging over France, Austria, Italy, Rumania, Poland, Norway and Holland. We have bombed three capitals - Rome, Paris and Berlin. The Group also took part in the first 8th Air Force attack on Germany proper, when they participated in the blow on Wilhelmshaven on 27 January 1943.

1. Corbie Railway bridge was the ordered Primary today, with the 44th BG leading the 14th Combat Wing. Although the Group put up 12 ships each from the three Squadrons (no 66th PFFs) only the first section (67th) bombed. Adverse weather in the form of 9/10th cloud cover obscured the target denied us the opportunity to attack the Primary. However, the first squadron did drop on a last target of opportunity, a railway junction at 4936N - 0040E, but with not too good results. The second section of 12 68th planes failed to bomb due to the weather and mechanical trouble in the lead ship. The third section of 12 506th ships did not bomb and brought their "eggs" (8 x 1000 lb) back to base except for one plane that became separated from the formation and who hit a target of opportunity. No enemy resistance was encountered and we incurred no losses. Bombing results were rated from fair to good.

2nd Lt. Bartlett promoted to 1st Lt. effective 29 July. 1st Lt. Kyle E. Jones assigned from 50th Sta. Comp. Sq., and was assigned duties as Asst. Sq. S-2 under Lt. Owens.

EM promotions: To M/Sgt. Otis E. Nelson; to T/Sgt. Frank J. Chowski; to S/Sgt. Martin J. Vodinelich; to Sgt. Kenneth R. Laugh-ton.

Combat crews assigned: To 66th Sq. 1st Lt. A.F. Leghorn and Capt. H.S. Kimball, Jr. To 67th Sq.: 2nd Lt. S.C. Harris. To 68th Sq. 2nd Lt. R.M. Boggs. To 506th Sq. : 2nd Lt. O.K. Hill and 2nd Lt. Hal C. Tyree, Jr.

2. The Group was not operational today except for three of the 66th G-H or PFF ships that were flying with other Groups. Capt. Earleywine bombed Belloy-Sur-Somme leading the high right wing of the 466th; Capt. Kimball bombed Wadiscourt leading the 458th; Lt. Parks bombed Villers L'Hopital leading a section of the 458th. Capt. Dolgow assigned from 50th Sta. Comp. Sq.

3. The Group again dispatched 36 aircraft (12 from three squadrons, no PFF) to attack a supply site at Mery-Sur-Oise, the ordered Primary, with the 44th leading the 14th Combat Wing. But the mission had to be abandoned because of the weather. One aircraft, 506th's Lt. Adkins, in ship #030, became separated from the formation, turned back and bombed a target of opportunity. Flak was light and no enemy aircraft were encountered. All crews returned safely with sortie credit.

1st Lt. Karstadt assigned to 12th RCD, having completed tour. 1st Lt. Metts was also included in transfer for same reason.

4. Kiel, Germany, the most important port city in Germany, was the target for the 39 planes of the 44th which includes four PFF ships. Capt. Uebelhoer led the 44th in his PFF A/C #561, while the three other 66th PFFs flew leads and/or deputy leads for the 392nd and 492nd BGs. The target was hit with poor to good results, the 68th (low left position) hit with good results. The Group encountered fairly accurate flak in the target area with some planes sustaining damages - "A" to "AC". No losses, no E/A, bomb loading of 12 x 500 GPs, one 506 plane abortive.

Our second mission today - and the 200th operational mission - was carried out by only four ships from the 44th - 2 from the 506, and one each from the 67th and 68th. The two ships from the 506th were lead and deputy lead (Lt. Leonard & Komasinski). Ships from the 392nd flew right element and the 492nd flew left element and part of the first behind the 44th. Bombed the primary target - a military installation (Buzz Bombs) at Villers L'Hopital - vis-

ually, with results being unobserved due to cloud cover. The 67th's former C.O. Major W.R. Cameron flew as Command Pilot on this historical day. All ships and crews returned safely.

5. 34 A/C plus 6 PFFs were dispatched to Brunswick to hit the aircraft factory, with the 44th leading the 14th Combat Wing. PFF lead was 1st Lt. Hawkins in #770 with 10 67th in first section, 12 68th in second and 12 more 506th in third section. There were three ships that did not bomb. Bombing was visual but with PFF assistance, bomb loading 13 x 100 M47s and 9 x 500 GPs. Results were: poor, first sect.; excellent, second sect.; excellent, third section. Flak was moderate over the target, but accurate; no enemy aircraft were observed due to great fighter support. All planes returned to base safely but some with battle damage, especially the third section - 506th - with #016 out of commission from damage.

1st Lts. Ward and Gunton promoted to Captaincy effective this date.

6. A mission to Hamburg, Germany was flown by the Group today. This is another great port city in Germany, but an oil refinery was the target of the bombs of the Group. The 44th flew a high right squadron and a high, high right squadron on the 392nd BG with 1 PFF and 21 others (7 were 67th). Our bombs hit directly on the MPI with 80% within 1000 feet. No enemy aircraft were observed and flak was intense and accurate. Friendly fighters were in evidence, although close support was not furnished. One PFF aircraft (#42-95561 I+), flying deputy lead of the 492nd, was hit by flak just after the target. Two chutes were seen at first, and then eight more opened. The plane crashed and blew up in the target area. The pilot, 1st Lt. J.P. McKenna, apparently was able to pull it out of the spin once or twice, and then it would go into a dive again. Seven of the twelve men aboard survived. All other planes returned to base.

2nd Lt. Vincent W. Le Roux, Radar-Navigator, aboard this stricken ship adds: "The mission was routine until we hit Germany - all equipment working beautifully - but it was incidental as there was not a cloud in the sky. We came in over the North Sea and flew south into Germany. It was a thousand-plane raid and shortly after entering Germany we split in two. 500 planes went on to Berlin and our 500 hit Hamburg. We had intensive flak all the way in but received no damage. Shortly after bombs away I heard someone yell 'Look out!' and we dropped about 1500 feet out of formation. We sustained a hit in the nose knocking out the intercom. Later I was told the #3 man came up and over us and then dropped down on us to force us out of our formation. The two men in the nose watched helplessly while one German Battery began tracking us. With the intercom out they couldn't warn Lt. McKenna. Just as we were about to rejoin the formation, they hit us with all 4 guns - we were hit in the nose, the waist and the #3 engine. Two cylinder (heads, INCREDIBLY) from the engine landed in my lap, and I lost 6 to 8 layers of skin from my palm when I dislodged them. Immediately, the bomb bay floor ignited, with flames two to three feet high. Lt. Goo seemed to have been hit by flak as he kept staggering around, holding his stomach. I pushed him back into his seat several times, but he wouldn't stay there. The fire extinguisher was behind Lt. Greno (co-pilot) and I tried to reach

it. However Capt. Byrne (Command Pilot from the 492nd BG) was frozen to the bulkhead and I couldn't get past him. I tried to pry his hands loose but was unable to. Finally, I gave up and when I turned around the flames were licking at Sgt. Sheldon's feet and he was still in the top turret operating the guns. Escape through the bomb bays was impossible by now and my hand was so badly burned I doubted if I could pull myself out of the top escape hatch (next to the top turret). So I was in a quandry. Finally I saw the hole the cylinders made in the side of the plane and decided that was my way out. I was fortunate that day as I had just picked up my new back pack and wore an asbestos-lined suit for the first time. Without the fire-proof suit I probably would have lost my right leg. If I had my old chest pack I would have been unable to exit through the hole in the side of the ship. I threw myself out head-first, but caught my feet in my chair or something. I kept swinging back and forth till I finally tore loose. Shortly after I ripped free, the plane went into a dive that turned into a spin. I was captured shortly after landing." Pvts. Hager and Vaughn; Cpls. Snow, Ferreira, Jedlowski, LaFrance, Ridway, Small, Spence and VanEynde all promoted to Sgt.

7. Nine 67th aircraft accompanied 15 others from the 68th and 506th Squadrons (no PFFs) to lead the Combat Wing and the Division over fuel storage dump at Saleux, France (near Amiens). All aircraft attacked the target with 52 x 100 M47s with excellent results as bombs completely covered the MPI. Bombing was visual. No enemy aircraft were encountered, but flak was moderate and accurate on the route out. At least six of the Group ships incurred category "A" damage.

8. La Perth Airfield at Romilly was hit with excellent results with 25 of the 44th planes, eight from the 67th and from the 506: each, 9 from the 68th - no PFFs. We bombed visually and carried loads of 52 x 100 M47s, results were excellent. Our fighters afforded excellent close support. However, the 506th Squadron lost one ship that went down shortly after the target with #1 and #4 engines out and #2 engine on fire. Crew observed to bail out approximately 60 miles east of Paris. The plane apparently on AFCE equipment as it continued in flight when last seen. All ten chutes were seen to open before we lost sight of it. (One POW while 9 returned to duty!). Three 68th planes had category "A" damage.

506th A/C #42-100415 Y "My Peach" Pilot-2nd Lt. B.J. Komaskinski
Another 506 aircraft was forced to return early due to engine failure. While in the traffic pattern and banking into a dead engine the ship suddenly spun in and crashed with a full load of bombs aboard. All 10 men aboard perished in the crash, fire and explosions.

506th A/C #42-50328 "Pregnant Peg" Pilot 2nd Lt. M.G. Jacobs
Note: There is a question about correct name - "Flying Log" (both!)
1st Lt. Benadom assigned to 67th Squadron on the 6th. 1st Lt. Gatti was promoted to Capt. effective the 1st. 1st Lts. Brady and O'Neil promoted to Capt. on the 5th.

9. Sindelfingen, Germany was the Primary target for the Group for the 22 aircraft and 2 PFFs dispatched (8 67th's) but the formation had to turn back 50 miles west of the target because of adverse weather conditions. However, 17 A/C and both PFFs bombed the briefed secondary at Saarbrucken with excellent results and

no losses. Six of the 67th were among those that bombed. The briefed AP and MPI were completely covered with bomb smoke and haze and the SAVs indicated excellent results. Also, Capt. Craig in A/C #660 (PFF) led the 445th BG, bombing with unobserved results. No enemy fighter action, but flak was heavy and accurate. Friendly fighters joined the formation after crossing in, furnishing excellent close support. Several of the Group's returning ships suffered flak damage. The 68th alone had three "AC", one "B" and one "A". And they also had two men wounded: S/Sgt. D.R. Hill and 2nd Lt. Fred B. Schuyler, co-pilot, who was severely injured and later was evacuated to the U.S.

10. Today was a stand-down. Everyone is awaiting the big Group 200 Mission Party scheduled for tomorrow.

Note: On the mission of the 9th the aircraft in which 1st Lt. Hugh J. Davies was flying was hit by flak on the bomb run which severed rudder control cables. Lt. Davies, believing the A/C to be out of control, rang the bell for bail out and proceeded to bail out. This occurred 10 miles west of Saarbrücken, Germany at 1125 hours, his chute observed to open. The rest of the crew returned to base after aircraft was brought under control. Davies to POW.

11. This is it!!! A big Whiz Bang party was physically thrown today in celebration of the Group's 200th mission over Germany, Enemy-Occupied Europe with raids from England and Africa. General Johnson came over to help us celebrate. All thoughts of war were placed aside so that all the men possible could enjoy themselves in a day of gaiety. Ball games between the "Brass" and the "Lo-oey's" was played with the "Brass" winning; volley-ball between the Privates and the First Sergeants was played; football, etc. Beer flowed freely and nearly all had some. For the day all rank was placed aside and all offenders were given a dunking in the pond near the Aero Club. A big stage show was held in the evening at the hanger and a splendid show was given by the 8th AF Showboys. All in all, it was a very successful party and everyone had a grand time.

12. After a stand-down and one full day of celebrating, it was back to war. Today the 44th led the Combat Wing to Juvincourt Airdrome, dispatching 32 aircraft, 12 from the 67th and no PFFs. Bomb loading was 52 x 100 GPs and bombing was done visually. Lt. Leonard (506th) led the Group and bombing was rated good to excellent. 90% of all bombs were within a 2000 foot circle. No enemy resistance was encountered and fighter support was good. Again a 506th ship was lost. #024 was last seen to leave the formation losing altitude. The pilot, 2nd Lt. T.J. McGuire called to say he was low on gas and was advised to call for fighter support and head for Allied lines. Pilot called again and said #3 engine had cut out and #4 tank was empty. Was last seen headed for friendly lines with fighter support, but went down.

506th A/C #42-110024 P Pilot and co-pilot, RW gunner KIA, 5 POWs, and two returned to duty, escaping capture.
Three 67th A/C abortive, one from the 506th.

13. A road junction between Le Harve and Rouen, France was hit with very good results by 25 of the Groups ships (9 of them 506, and 8 each by the 67 & 68th, no PFFs). We were assigned six MPI's

but official results were not available, though generally claimed to be good. No enemy aircraft observed but flak was heavy and accurately aimed, causing the loss of another 506th plane (#150*) as well as to damage many of the planes participating. The 506th plane was hit by flak, the #1 and #2 engines burst into flames and it slid out of formation under control. Nine chutes were observed to open before the ship was seen to explode and crash. All crew members were captured to become POWs but the pilot, 1st Lt. John L. Milliken escaped during a strafing attack and returned to duty via the Underground. He escaped from back of German truck. 1st Lts. Mustapa and Peterson assigned to the 66th BS. 2nd Lts. Dickerson and McDonnell promoted to 1st Lts. effective 10 Aug.

14. Lyon/Bron Airdrome, France was our target for today with 25 aircraft and one PFF from the 44th, all attacked with excellent results. (This attack was a prelude to the invasion of the South Coast of France that followed two days later.) The 67th sent 7 aircraft as did the 68 and the 506 sent 9, all with bomb loads of 10 x 500 lb Demos. Enemy resistance was encountered only in the form of slight flak in route, none in the target area. Fighters furnished excellent support throughout the mission.

Sgts. Bickel, Blakely, Mansir, Lowe, Wacker, Syron, Rhodes and Collins promoted to S/Sgts. S/Sgts. Wheaton, Mathis, Peterson and Tobiaski promoted to T/Sgts. - all effective 10 August. Capt. Dolgow assigned to 50th Sta. Comp. Sq. 20 officers and 24 EM transferred to the 66th Squadron.

15. Included in the 24 aircraft dispatched to Amdorf Airdrome at Wittmunshafen were nine from the 67th, but with one abortive. A second run was necessary when the Group was forced off the first bomb run by another approaching formation. But the target was hit with excellent results by Capt. Stanhope who was leading the Group in #794, PFF. Most ships were carrying 12 x 500 lb GPs but one 506 had 52 x 100 M47s. No enemy aircraft and the flak was light and inaccurate. Fighter support was excellent from rendezvous until return to base.

One new combat crew was assigned to the 67th Squadron today.

16. Kothen Aircraft factory was the ordered Primary today and 33 of the 34 aircraft dispatched (11 67th and 2 PFFs, etc) attacking the target. Bomb loads of 10 x 500 lb GP were skillfully released through 7/10th cloud cover with excellent results for the first two squadrons and poor for the third (due to a bomb rack failure at "Bombs Away"). Capt. Mustapa again led the 44th, with Major Hunn as Command Pilot. Flak was moderate and no enemy aircraft were observed. Fighter support good, no losses. The 67th Squadron Commander, Major Felber received his orders to return to the ZOI after flying as Command Pilot with Capt. Aldridge, assisting him with his final mission to complete his tour of operations. Major Felber was transferred to the 12th RCD today. Major Grube, Executive officer, attended a Group Executive meeting today.

17. A stand-down was called today which enabled Engineer, Armament and all sections to catch up on their back log of work. Major William R. Cameron assumed command as Major Felber was transferred. The Squadron is glad to have Major Cameron back again as our C.O.

* Complete number - 42-95150 Bar-B "Passion Pit". Named after the Basement bar of the Santa Rita Hotel, Tucson, Arizona.

18. 23 of the 24 aircraft dispatched (8 being 67th) attacked the Nancy-Essey Airfield with excellent results in spite of the fact that the second squadron had to make a second run after having been forced off their run just prior to "Bombs Away". No enemy opposition, and fighter support was good. All A/C returned safely with the exception of one which landed at St. Lo, France after losing rudder control. This aircraft and crew returned on August 20th. The 67th had one abortive due to mechanical trouble. Bomb loading - 52 x 100 lb Incend. at 15,000 feet.

T/Sgt. Harbison, who has completed an operational tour, was appointed 2nd Lt., AUS, effective 15th Aug. 2nd Lts. Mountsier and Sannes promoted to 1st Lt. 1st Lt. Callaway promoted to Capt. effective the 15th. This was the first mission for Lt. Hurst and his Navigator, Carl Appelin made these comments: "We post-holed the main runways. An airfield can be torn up quite thoroughly in a very short time. Must admit I was scared as hell when seeing flak for the first time."

19. Stand-down today - bad weather and there was need for a break.

20. Again, no mission. Weather has not improved. Capt. Martin, Operations officer, 67th, relieved from assigned and assigned to 8th AFRD.

21. Stand-down for the third day in a row.

22. Another Stand-down! Weather still adverse.

23. Finally, a mission to Langenhagen Airfield was briefed, but it was scrubbed as weather continues to hamper operations.

24. After five days of stand-down, a mission to Langenhagen Airfield was made by the Group with 24 aircraft which included two PFFs and seven each by the other three squadrons. The target is well within Germany near Hannover and is a FW assembly field. Bomb loading was mixed, 6 x 500 GPs and 6 x 500 M47 incendiaries, with the PFF also carrying smoke bombs. Bombing results were very good to excellent, bombing visually. Barrage type flak was intense and accurate with the loss of A/C #098 from the 68th Squadron. It was seen to peel off with #3 engine and right wing in flames. Two chutes were seen to open.

68th A/C #44-40098 B "Lone Ranger" Pilot 2nd Lt. A.H. Dittmer. Lt. Dittmer and two others KIA; seven became POWs.

This was the first PFF mission for Lt. H.C. Henry after transferring into the 66th from the 67th. The Bombardier, Lt. A. Jones adds: "We are flying deputy lead, 2700 gallons of gas, 4 x 500 lb GPs and 2 x 500 lb Clusters and smoke bombs. We fly R+, a new ship with only one mission. The lead ship took us over Brunswick where we lost one ship with an engine on fire. Turning from the IP, the lead ship had an engine knocked out and we looked to take over. However, we got no signal and stayed in position. Glickman was going to toggle and I was killing rate of drift with the sight. Flak was heavy and accurate. About the middle of the bomb run a piece of flak came through the bombardier's glass and hit the sight. I was blinded by flying glass and cut over the eye. As I was looking to see if I was in one piece, another piece or hunk of flak came through behind me, knocking out the turret junction box, my electric system, went over my leg, hit an oxygen cylinder, which in turn, blew up and went by my ear and started 50 cal. shells exploding in the box next to me. This piece of flak also dropped our bombs for us, but we didn't know it at the

time. Other ships dropped on us - and spoiled the pattern." The 506th Squadron had three ships with extensive damage and the 68th had two category "AC" and three with "A" damages! No enemy aircraft were encountered.

2nd Lt. Harbison transferred to Group Headquarters.

25. Today it is Schwerin Airfield in Germany where FW 190s are assembled. 34 A/C plus 2 PFFs were dispatched, one abortive, and the 67th sent 10 planes, the 68th and 506 sending 12 each. Bomb loading was 12 x 500 GPs, visual bombing and excellent results were recorded for all three squadrons. No enemy opposition and no losses. Fighter support was good, also. Capt. Stanhope in A/C #800 led the 44th with Capt. Charles L. Armstrong as Command Pilot.

Lt. Appelin adds: "Went a hell of a long way to get there. Then found out we were decoys for the main strength of the 8th AF who went to Berlin and Leipsig - poor guys."

Seven officers and eight EM assigned to 8th AFRD. S/Sgt. Coddington promoted to T/Sgt. effective 21 Aug. Sgts. Wright and Sharp promoted to S/Sgt.; Cpls. Bartolio, Wiener, Starr promoted to Sgt. - all effective 21 August.

26. Twenty-two aircraft plus 2 PFFs took off to bomb the Primary, Salzbergen, Germany, an oil refinery target. 1st Lt. Torrell led the 44th all the way, with 1st Lt. Henry in A/C #644 as Deputy Lead. There was no abortive, and all ships hit the target with excellent results. There was no enemy opposition and we had no losses. Fighter support was excellent.

Lt. Jones adds that the bomb loading was 8 x 250 GPs and six smoke bombs on their PFF. The take-off was delayed two hours, finally getting airborne at 0925. The 14th Combat Wing was led by the 392nd and they had two ships collide over the target.

27. An aero-engine factory near Berlin (Basdorf) was the secondary target after the Primary, Wezendorf was scrubbed. The 44th sent 34 aircraft plus two PFFs but a recall was sent out and all returned bringing back their bombs... Fighter support was excellent and all ships received sortie credit.

28. Stand-down today. T/Sgt. Clark was transferred to Group Headquarters on the 27th.

1st Lt. Stegbauer promoted to Captain effective 25th of August.

2nd Lt. Phillips and Stevens promoted to 1st Lts. effective 24 August.

29. One new combat crew assigned to the 67th Squadron today. Another Stand-down, again due to weather.

30. A small formation of 44th ships - 10 aircraft plus the PFF lead by Capt. Earleywine and Deputy lead by Lt. Smith - attacked Haute Maisnil, France, a Military Installation. The target was bombed via PFF and with unobserved results. Meager inaccurate flak was the only resistance encountered and our losses were nil. Fighter support was not observed but contact was made. In addition to the two PFFs with the Group, the 66th sent 1st Lt. Parks to lead the 491st, and 1st Lt. Henry in #629 to lead the 392nd. Lt. Henry did not bomb. Lt. Jones therefore adds: "We led our first mission today, a Gee H job. Target - a rocket site near Abbeville. Things were snafu and our number two station didn't

send out a beam. Therefore, we had nothing to drop on. Lou Quinn flew his 30th mission behind us. H cracked up on landing, but no one was hurt." This was 42-50626.H "My Gal Sal" with the nose wheel collapsed.

31. Another stand-down today.

2nd Lt. Fiester promoted to 1st Lt. effective 29 August.

2nd Lt. Pellow promoted to 1st Lt. effective 26 August.

AUGUST SUMMARY

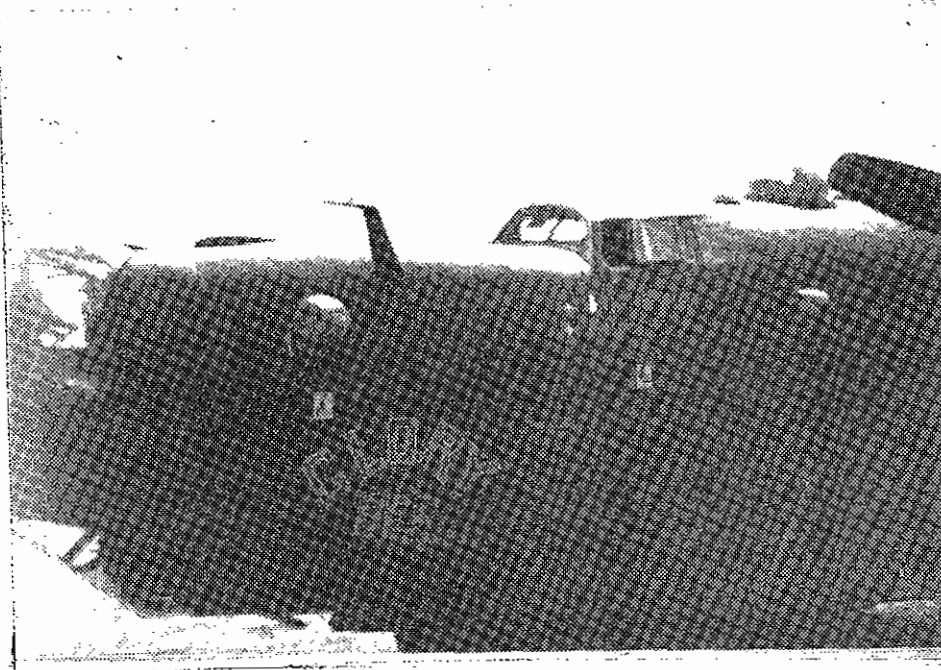
The 67th Squadron participated in 18 missions for the month. A total of 164 aircraft were dispatched, of which 10 were abortive. There were no aircraft lost. Bombing results were as follows:

12 Excellent 2 Good to Excellent 1 Good 1 poor to good
and two were unobserved.

The 8th Air Force War Bond Drive quota was reached before the end of the month.

After winning the first round of the Station softball tournament, the Squadron team was eliminated in the second round by the 68th Squadron - the game going nine innings with the final score 2 to 1. The team is anxiously awaiting the final round.

The 44th Group as a whole sustained four aircraft losses plus one PFF ship from the 66th.



B-24H #42-52616 C, Q+ "GLORY BEE" Originally was a 67th plane; later transferred to the 66th with a change in call letter(s). Aircraft completed 98 missions and was re-deployed back to the States.

GENERAL

During the month of September the 44th Bomb Group hit sixteen targets in Germany, with the marshalling yards of several cities being the main objectives in most cases. The majority of the months missions were bombed with unobserved results. The 67th Squadron flew a total of 14 missions and were credited with 102 sorties flown. Three Bronze Stars were awarded to members of the 67th Squadron. They were:

T/Sgt. Worley, Ordnance chief
M/Sgt. James Eatmon, crew chief
M/Sgt. Odis E. Nelson, crew chief

There occurred a mission that reminded some of the older 'boys' of the famed Ploesti mission. This, too, was a 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 aircraft received battle damage, but miraculously none of the personnel were wounded. Of course, the mission was hardly comparable to Ploesti in distance flown or the objective that was in these two missions, but the similarity of low altitude flying by the heavies could not help but force one to recall our earlier days and the earlier low altitude mission.

The 68th Squadron were proud of their record of flying 108 operational sorties during the month without loss of an aircraft or was any ship forced to abort for any reason - personnel or mechanical. Thirty-six of their aircraft were damaged during the month by the enemy - flak and small gun fire.

The 506th Squadron was at least equally proud of their excellent record of 14 operational mission during the month and the carry-over from last month to add up to 175 sorties flown with no turn-backs or abortives. M/Sgt. Iverson, crew chief, has now crewed aircraft for 95 consecutive sorties without a single abortion.



Sgt. Carl Stoddard "pulls" another of those 25-hour inspection on #4 engine. And the work goes on.

1. To start the month off right, we were briefed and took off on a mission to Foret-de-Hagenau and Karlsruhe Marshalling Yards as the secondary. It was not a large formation - the 67th dispatched only five - but "ole Man Weather" decided we were much too dry and the mission was abandoned over friendly territory. The 67th's Lt. Benadom was set up as Group lead. All aircraft of the Group returned to base at 1330 hours.
2. No mission was scheduled for today.
1st Lt. Hager and 1st Lt. May assigned from the 66th Squadron.
Both men are navigators.
3. Weather is still bad - and another Foret attack was scrubbed. Promotions effective as of the 1st: To T/Sgt. Holabough, Stern, Fishbone, Moskovitis, Mastronardi.
M/Sgt. M. Curtin from duty to DS, Great Stankey, Lancs. M/Sgts. Hanley and Bagley from DS to duty.
To S/Sgts. Spence, Sieling, McDonald, Olson, Peek, Jacob, Fay, Stewart, Sierk, Schroeder, Currie, Koproski, Fynlo, Schofield, Scott, Lopez, Picardo, Dennison, Schmid and Moran.
To Sgts. Harrion, Julin, Summerlin and Sparks.
4. Again, no mission due to weather.
1st Lts. Carter and Stewart; T/Sgts. Bergmann and Whisler; Sgt. Martin all from duty to DS, Hq. BADA, ASC.
5. We finally got our first mission of the month off today with two full squadrons dispatched to Karlsruhe M/Y. The 67th sent 5 A/C with the 44th Group, all aircraft reached the objective and bombed visually with good results, and some hits were excellent. Flak was meager and inaccurate; no enemy aircraft were observed. Lt. Meyerricks, flying #846 L landed in southern England on return. Also, Lt. Herring, flying #193 I, was forced to land in France. All crew members reported safe and will return to base tomorrow. The 66th A/C #42-95189 crash-landed in field after engines cut out.
Lt. Ledford and crew assigned to the 66th BS.
6. Once again the weather is bad and the mission was scrubbed after briefing. Brunswick would have been the objective.
7. Again, no operational mission and declared a stand-down.
Lt. Kuklowicz and crew assigned and joined the 67th from AAF 238. Crews participated in ground training and attending classes.
8. Karlsruhe M/Y again today and 34 A/C plus two PFFs were dispatched to lead the 14th Wing and the 2nd Division. Both PFFs and 32 aircraft attacked the primary with generally very good results, although photos were not obtained for the first and second squadrons. Photos revealed that the third squadron hit their MPI with excellent results. Enemy resistance was nil except for a few flak bursts to the right of our formation. Fighter support was excellent and we incurred no losses. 67th's Lt. Holmer was forced down in France due to fuel shortage, with all crew members safe, to return to base tomorrow. Somehow three 67th ships sustained slight flak damage.
9. The early morning briefing for Ulm M/Y was scrubbed, but we did get the second one off to Mainz M/Y. 33 A/C (9 67th) and two PFFs were dispatched in lead of the "B" Wing of the 14th Combat Wing. 22 A/C and both PFFs attacked the primary, while the high

squadron of 11 ships, after being forced off its bomb run by the 467th BG, went on to attack the Worms M/Y with that formation. Results of our bombing were unobserved. No E/A were observed and flak encountered was moderate to intense and accurate. Fighter support was excellent throughout the mission and all our aircraft returned safely. The 9 A/C of the 67th flew in the second section which was led by Lt. Bakalo. Lt. Steele did not take off due to mechanical malfunction. The remaining 8 planes, together with 2 from the 68th Squadron, after being forced off our bomb run by the 467th, went on with them to attack Worms, utilizing PFF method, results unobserved. Six of the 67th ships sustained slight flak damage and returned at 1400 hours.

Lt. Al Jones adds: "Our ship will be Q+ Glory Bee, loaded with 12 x 500 GPs. We will be trying to bomb the rail yards and supply dumps to aid General Patton. Lots of barrage flak from Frankfurt to Mainz. A ship ahead of us received a direct hit, taking the whole tail assembly off at the waist position. Parachute flak also is sent up. It has a can of explosives under it and floats through the formation. We flew at 10,000 feet over Belgium and France. Had a P-51 escort so close I could see what the pilot looked like."

10. The briefed Primary was Ulm M/Y visual, but the 44th in the lead of the 14th Wing, hit the briefed secondary which was Ulm M/Y on PFF. 29 A/C of the 32 dispatched, plus 2 PFFs attacked the target through 10/10 cloud cover and the results were unobserved. The three aircraft not attacking were from the 67th. They had 9 ships airborne but Lt. Meyerricks was abortive due to #3 turbo going out which prevented him from holding position; Lt. Hurst was abortive due to drop in manifold pressure on #4 engine; Lt. Hyland took off late and had difficulty in finding formation so was forced to return early. 67th's Lt. Benedom flew Group deputy lead. Enemy resistance was encountered only in the form of meager and inaccurate flak along the way. No serious battle damage was reported. The formation returned to base at 1455. Bomb load was 24 x 260 frags from altitude of 22,600 feet.

11. Lt. Benedom led the Group against the Hanomag Works at Misburg (Hanover) along with seven other 67th ships in the 44th's formation of 35 planes. All reached the target and bombed thru cloud cover and the results were unobserved. Ten to 20 E/A were seen but no attacks were made on our Group's formation. Flak was intense and accurate, but we sustained no losses. Six of the 67th's planes received battle damage from the flak and F/O Porter and Sgt. Ponfield suffered slight wounds, too.

Lt. Appelin adds: "Results excellent! Battle damage - over 300 holes, number 3 engine shot out, main landing gear flat. One hole in horizontal stabilizer about 3 feet in diameter; bombardier injured. Lt. Ray Porter got it between the eyes and got a lot of plexiglass in his eyes. Lost altitude while struggling home over Great Yarmouth - 14 British destroyers shot at us, warning us not to go over, but we had to. Lt. Hurst landed the ship with auto-pilot - and our iron bird will be put in its nest for a while."

Capt. Gatti from duty to leave of absence 5 days. 2nd Lt. Harris promoted to 1st Lt. effective 7 Sept.

12. The primary target for today is a repeat of yesterday - the Hanomag Works at Misburg. However, an intense smoke screen hid

the primary, so the rail junction at Lehrte, $5\frac{1}{2}$ miles west, was bombed. 22 A/C (6 were 67th) plus two PFFs were dispatched, the first squadron bombed long, dropping their 24 x 250s too late, but the second squadron's bombs were on the target. Bombing altitude was 23,000 feet, temperature at -32 Centigrade. Flak in target area was heavy but inaccurate, and no enemy aircraft were observed. Lt. Holmer bombed a target of opportunity, results unknown. All aircraft returned to base safely, fighter support was great.

Sgt. L.C. Allen, tail gunner on Lt. Struther's crew, stated that as they flew over Holland and Belgium he could see how the Germans had flooded the low country there.

2nd Lts. Arterburn, Hurst and Green promoted to 1st Lts. effective 9 September.

13. The Schwabish-Hall Airfield, Germany was the target for 36 aircraft of the 44th (9 were 67th, 2 were PFFs) and we led the Wing. 67th C.O., Major W.R. Cameron, was Command Pilot and Lt. Honmyhr led the second section, taking the 67th right into the target and releasing the bombs right on the nose. Major Cameron was later awarded a medal for this mission. Flak was encountered at Gernsheim and Mannheim where six aircraft sustained slight battle damage. Lt. Holcomb, flying I 193 was hit by flak south of Frieberg and was forced to land in France. This is the second time this month this aircraft has been forced to land in France. T/Sgt. Rodriquez, radio operator, received flak wound in his left leg. Fighter support was excellent and the Group had no losses. 31 of our planes hit the primary, while four A/C became separated from the formation and bombed targets of opportunity. Three of these joined the 453rd and attacked Darmstadt M/Y; the other bombed Reichelsheim. The 10 x 500 lb GPs from both squadrons covered the target very well, dropping them from altitudes from 25,000 to 20,000 feet.

Lt. Appelin adds that the target was Me 262 Jet-Propelled air field and we caught them flatfooted. The P-38s and P-47s had a field day, strafing Jets, Me 109s and FW 190s on the ground. They must have destroyed at least 150!

Lt. Jones, in the PFF ship "J+" added, "We had an overcast up to 26,000 feet and couldn't get over it. Called the leader and dropped to 19,000 feet before breaking out. About this time we crossed the Moisselle River and they shot the Hell out of us. We encountered no flak at target and we caught a bunch of planes on the ground. Saw Lake Constance and the Swiss Alps. Arrived back home after $9\frac{1}{2}$ hours flying - slept for 16 hours."

Lt. Lavitt and crew assigned and joined. 1st Lt. Hawkins promoted to Capt effective 9 Sept. 2nd Lt. Colella promoted to 1st Lt.

14. Briefed a mission to Gustrow, near Berlin, but it was scrubbed. Major Middleton was to have been Command Pilot.

15. No operation scheduled today. Stand-down.

1st Lts. Therien, Still, Dillon, Chaffee and Kerr, having completed operational tour, were transferred to 12th RCD for return to ZO1. So also was T/Sgts. Chabra, Kosen, Mathis and Baker; S/Sgts. Gregory, Maule, Wood, Ennis, Greving and Latimer.

16. Once again a mission was scrubbed after briefing at 1400. This time it was to have been a late one over the flak batteries at Schouwen, Holland.

T/Sgts. Hinely and Garrett; S/Sgts. Huntley, Brittain, Suponsie, and Wolfe assigned from HQ, UK Base. All these men participated in low-level raid on Ploesti and are now returning. Note: See end of September for more details about these veterans.

17. All crews participated in practice mission - at low level! 1st Lt. Pendleton, Reese, Reinhart, Weaver; 2nd Lts. Snyder, Sorenson and Totten - all members of the Ploesti raid, now returning to the organization.

18. There has been quite a bit of confusion in the minds of the personnel on this station during the past few days. The reason - lots of low-level formation practicing! Today the answer was evident. The Group dispatched 40 aircraft (10 by each Squadron) to drop food supplies and ammunition to airborne forces operating behind the enemy lines at Best, Holland - who had dropped there yesterday. The entire mission was carried out at low level. We left the English coast at 1100 feet, entered the Dutch coast at that same altitude, came down over the target at 400 feet, dropped the huge packages, climbed to 3,000 feet, and then let down again over the Channel to enter the English coast at 1000 feet. The results were excellent as reported by the drop masters, with all parachutes landing in the drop zone. Enemy resistance encountered was from small arms fire, and 27 of the Group's airplanes were slightly damaged and two men were wounded. All planes returned safely to base except one squadron's ship that was forced to land in Belgium near Brussels. Three ships were involved in crash-landings due to flat tires, etc.

Lt. Henry's ship K+ 279 flew deputy lead. Lt. Jones adds this: "Supplies consisted of medical stuff, K-rations, guns and ammunition. We don't take off until 1300 hours, the whole Wing is flying supplies today. All along our course the Dutch people gather in groups to wave at us. We're so low one can almost shake hands with them. We pull up to 300 feet to release our cargo. My racks fail to function properly and we leave the squadron to make our own run and then release on salvo. This time we get the stuff out! We start out the same we came in, except almost alone. The Group catches quite a bit of small-arms fire from the Germans. It is mostly .30 cal. stuff. We are the first ones back and land just as we find out we're leaking gas. A .30 cal. is in the wing tank and the ship will not be able to fly for a couple of days. Three ships pile up on landing - no nose wheel, flat tires and shot-up hydraulic systems. All the cattle in Holland got a good workout today!"

1st Lt. Weatherwax, asst. S-2 officer, relieved from assigned and assigned to CPO 70th RD.

19. Stand-down.

2nd Lts. Bradshaw, Condray, Crane and Stewart promoted to 1st Lt. effective 16th Sept.

20. Briefed for a mission to Kassel M/Y, but once again it was scrubbed at take-off time.

21. Briefed one this morning to Koblenz M/Y, but it, too, was scrubbed. Lt. Al Jones adds: "We have K+ today with 12 x 500 pounders. The red-red flares are fired as we are on our way down the runway. We were to fly deputy lead on the high squadron, flying with the 392nd BG."

2nd Lts. Fowls and Nagy promoted to 1st Lt. effective the 17th.

22. There was some difficulty at take-off time today when four of the scheduled planes could not take off. However, 20 of them did make it, including two PFFs and five from the 67th, to attack Kassels M/Y while leading the 14th Wing. Bomb loads were 6 x 500 Incend. and 6 x 500 GPs, bombing altitude at 23,500 and using the PFF equipment. Results were unobserved. The formation encountered meager, inaccurate flak and no enemy aircraft were observed. Capt. Orthman flew Group deputy lead. Lt. Lavitt flew his first mission as co-pilot on Lt. Struthers crew aboard a new ship P - (42-50741). Tail Gunner Sgt. L.C. Allen adds that the target included locomotive works that were producing 88 mm guns. 1st Lt. Holladay promoted to Capt. effective 19th. 1st Lt. Owens Squadron S-2 officer, received orders to return to the States!

23. Stand-down today due to adverse weather - it rained all day. Apparently the Jerries liked hiding in the clouds as they took this opportunity to make an attack on Norwich.

M/Sgt. Randall D Davis from duty to DS. S/Sgt. Brose, having completed operational tour, transferred in grade to CPO 70th RCD.

24. Another stand-down today - weather still bad. However, our crews flew practice mission in the afternoon.

1st Lts. Pendleton, Reinhart and Weaver (Ploesti veterans) from DS Hq. USSTAF to duty. Lt. Pendleton relieved from assigned and assigned to the 68th Squadron.

25. Koblenz M/Y, Germany was the target for the 30 aircraft (4 were PFFs and 7 67th's) and all but one of them attacked. Capt. Benadom led the Group and bombing was done by the PFF method through 10/10th cloud cover, with unobserved results. Flak was moderated and inaccurate with no planes sustaining battle damage. Bomb loading was 12 x 500 demos. and some with 7 x 1000. Lt. Appelin, navigator on Lt. Hurst's ship stated that a railroad bridge was included in the target but their bombs hit the city and the bridge still stood.

2nd Lts. Hayden and Spagnola promoted to 1st Lt. effective 22nd.

26. The 67th's Lt. Bartlett led the third section in the Group mission to strike the Hamm M/Y - primary, if visual and secondary if PFF. 23 aircraft and two PFFs were airborne, one abortive and one did not drop due to rack malfunction. All others bombed with 6 x 1000 lb GPs on the PFF leader with unobserved results. Lt. Bakalo was forced to turn back due to the loss of oil pressure in #4 engine. The Group was forced to make two bombing runs on the target after being crowded off their first by a formation above. Consequently, the bomb run was too short to allow for proper operation of the PFF equipment. Flak was meager and inaccurate - and no enemy aircraft were observed, no battle damage was sustained.

Lt. Jones, bombardier in Lt. Henry's PFF ship, adds: "We are leading the high right squadron, the target Hamm M/Y, largest in all of Germany, and direct help to the paratroopers in Holland. Load: 12 x 500 lb M-17s on ship K+. Took off at 1230, everything OK until we reach the target. I'm all set up and on the target when the Group ahead turns off. We have to follow. On the next pass we can't even see the target and drop on the Group leader PFF. The Yards were hit pretty well by the 491st and 392nd BGs ahead of us. Flak was light but quite a few rockets were seen!"

Major Cameron from duty to DS Rest Home, Alton. Capt. Aldridge assumes command of the 67th. 1st Sgt. Ryan was selected as the Enlisted Man of the Week for outstanding achievement as 1st Sgt. of the 67th Squadron, from May 1942 to present date. Congratulations Sgt. Ryan, you are deserving of this honor!

27. 28 A/C (8 67th) and 2 PFFs were dispatched today and all but one attacked the secondary, the tank factory at Kassel, Germany via PFF. The Primary was the same target if bombed visually. Lt. Bartlett led the second section composed of 67th aircraft and two from the 68th Squadron. Again, PFF equipment was necessary to bomb this target, so results were unobserved. Flak was moderate to intense, but inaccurate. Bomb loading was 12 x 500 lb GPs, altitude of 25,500 feet at -37° Centigrade. Enemy aircraft were seen to the rear and it is believed that following Groups were attacked, although no attacks were made on our formation. We received excellent fighter protection and the Group sustained no losses. Lts. Burtsavage and Henneberry had problem with their oxygen systems.

Lt. Appelin adds: "Tiger tank factory was a specific target, and results were fair. Received 26 holes from flak. Saw the most beautiful air battle today. Over 300 P-51s hit about 130 FW 190s and Me 109 - the Jerries were hit hard on this one. Poor 445th BG - 25 bombers went down out of 32 in one attack. I have never seen so much fire in such a short time. It was a bit strange(?) to see four lonely ships come out of a Group of 32 bombers (2 crash-landed in France) and in only about 30 seconds of attack. It's a fast war! We had to make a second run over the target. First time over nothing happened, but the second one really pulled up the flak."

2nd Lt. Murray promoted to 1st Lt. effective 24th Sept.

28. Today was almost a repeat mission. The Primary was the motor works at Kassel if bombed visually and the Secondary was the same target on PFF. Lt. Bartless led the 3rd section with eight of the 67th planes. The Group led the 14th Wing and dispatched a total of 28 A/C and 2 PFFs. All aircraft attacked the Secondary through 8 to 9/10th cloud cover and results were unobserved. One plane of the Group (number unknown) was hit by flak and lost #1 engine while #2 and #4 started to throw oil, being only damaged. The pilot headed for Belgium with excellent P-47 escort and landed at Antwerp. Two men, who had bailed out over Belgium, returned by transport, as were the crew that remained with the ship. We lost just the one plane landing at Antwerp, but all the crew are safe. No E/A were observed.

Sgts. Ward and Johnson; Cpl. Whitmore, and three of the older ground men in the 67th Squadron left today to return to the States.

29. Stand-down - nothing scheduled.

30. The 67th Squadron finished off the month with Lt. Honmyhr leading the Group, which led the 14th Wing and the 2nd Division to Hamm M/Y. The Group dispatched 28 A/C and 2 PFFs and all but one attacked the Secondary, Hamm M/Y on PFF (Primary was visual) with results being unobserved. Lt. Harris (67th) in A/C #846 L was hit by flak in the target area and both wings were badly damaged. A/C #224 (42-51224 W) a 68th ship, had #4 engine out and was spouting oil joined with 42-94846 to leave the formation and reported by VHF that they were landing at Brussels. They made

their landing but had to abandon their ships there. Both crews returned to this station in A/C #224 on 1 October, and ship #846 was eventually repaired and returned, completing the war. Also, aircraft #44-10531 R+, 66th Squadron and flown by Lt. Ledford, was missing in action. Just after bombs away, at 1324 at the target, this plane which was flying #3 position in low squadron, was apparently hit by flak and was last observed at 1325 hours to leave the formation, dropping below, apparently under control. 8 men became POWs, with the tail gunner Sgt. H.P. Starr being KIA. The fighter support was excellent. 1st Lt. Phillips from DS to duty 29 Sept. 1st Lt. Pendleton assigned from the 68th Squadron. Major Cameron from DS Rest Home to assume command of the 67th Sq.

COMMENTS

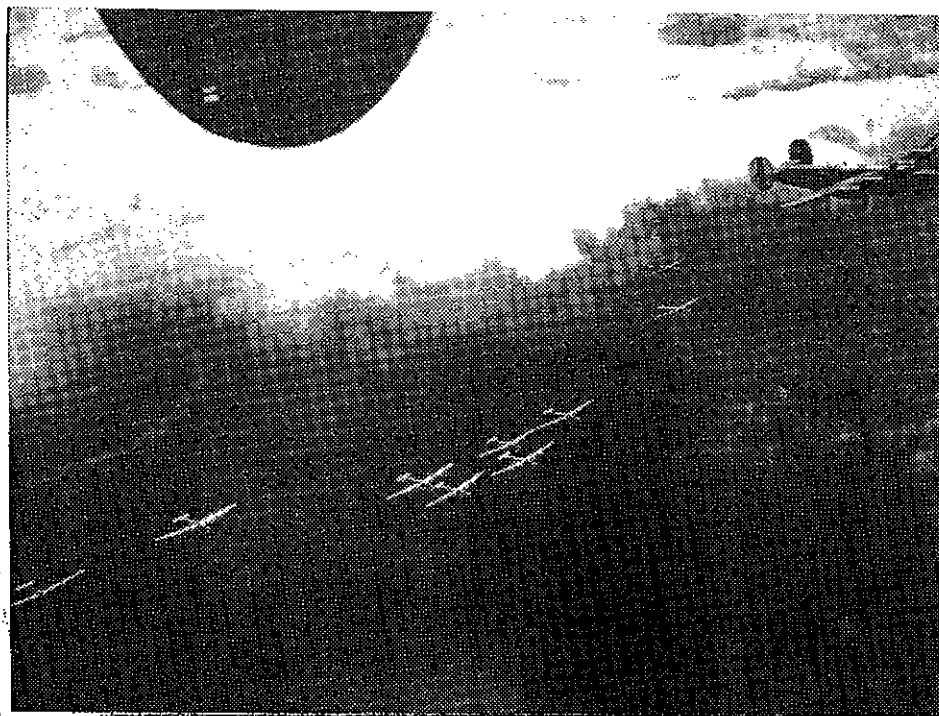
On the 8th of September it was glad tidings and a happy reunion for nine officers and 13 EM of this Group. Today they returned to England after an absence of more than 13 months - 13 months in a Rumanian prison camp. They were part of the men who went down on the first and historic low-level attack on Ploesti Oil Refineries. Those who were uninjured in crashing were taken to Bucharest for approximately 50 days and then up to the central part of Rumania where a small village had been taken over by the authorities to serve as a prison camp. Those who were injured in crashing were taken to a hospital for treatment and as they became well, they were sent to the prison camp where they were welcomed by their comrades who preceded them. This was their home for nearly a year. Officers were placed in a modern, stucco building which in peacetime years was the summer villa of town officials. Enlisted men were quartered in small farmhouses nearby. After a first bit of rough handling by ignorant peasants who thought they were Russian Airmen, they were treated quite well and even kindly. It was surprising to note that even a radio was provided for the officers. Thus they were able to keep up on news, and was retained until about two months before their liberation. It was via this radio that on 6 June 1944, the news of the Allied Invasion of Normandy was joyously received. When Bucharest was taken and fighting broke out in central Rumania, trucks were sent up to the prison camp to carry the men back to the capitol. From here, they were ferried back to England by the 15th Air Force planes. The men are now assigned to Headquarters ETOUSA and will be reassigned to this organization for a short time before returning to the ZOI. The men are: 1st Lt. Henry A. Lasco, Worden Weaver, Lloyd L. Reese, Jr., Elmer H. Reinhart, and Richard H. Pendleton, Jr.; 2nd Lts. Walter M. Sorenson, Robert R. Snyder, Gerald J. Totten and Joseph F. Kill; T/Sgts. Jesse L. Hinely, and Frank D. Garrett; S/Sgts. George Van Son, Paul L. Breedlove, Russell D. Huntley, Alfred A. Mash, Frank J. Suponcic, Robert W. Wolfe, James A. Brittain, Bernard G. Traudt, Michael J. Cicon, Albert L. Shaffer and Charles P. Decrevel. Let's give them a hand and Best Of Luck, Boys!

On the 19th of September a Farewell Party was given for these Ploesti returnees on the grounds of Mr. Patterson's home, just adjacent to the Station. Since the majority of the men were members of the 67th Squadron, Major William R. Cameron, the Squadron Commander, took it upon himself to arrange the party. All Squad-

ron Commanders in the Group and old friends were present with Brigadier General Leon W. Johnson as guest of honor. General Johnson played a big part on the Ploesti mission since he was Group Commander at the time, Air Commander on the operation, and winner of the Congressional Medal of Honor for the activities that day.

Everyone present enjoyed the evening full of songs and tales to bring back old memories. Refreshments, both liquid and solid, were plentiful and it was a fine send-off for a great bunch of boys.

Then, on 22nd of September, it was again "glad tidings" for three officers of this command. Letter orders from Headquarters USSTAF ordered 1st Lts. Raymond L. Lacombe, Jack R. Tinney and Charles D. Wasca to the U.K. from Switzerland where they had been interned since 18 March 1944 when they went down on the mission to Friedrichshafen.



44th BOMB GROUP OVER EUROPE

April 45

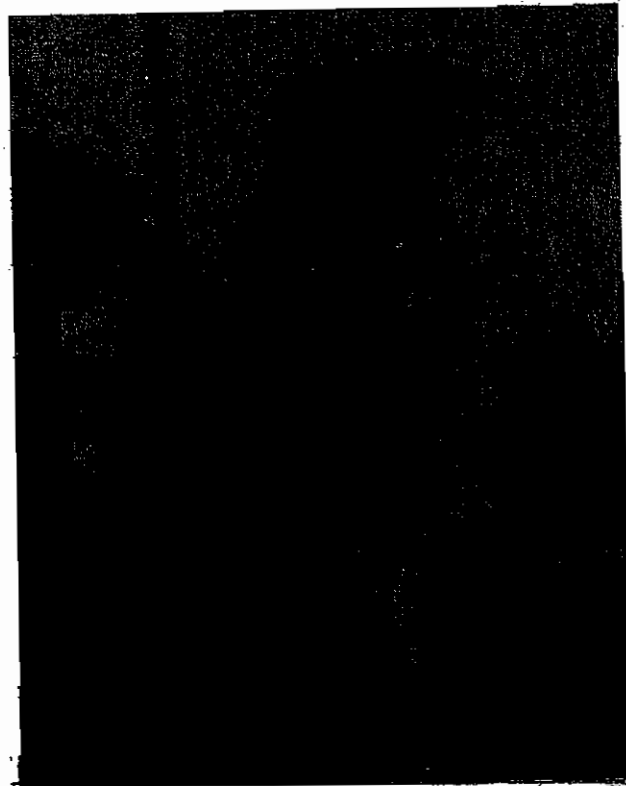
GENERAL

On the 9th of October the C.O. of the 67th Squadron, Major William R. Cameron, who is serving as their C.O for the second time, was the recipient of another citation - this being another Oak Leaf Cluster to his Distinguished Flying Cross. The citation reads: For extra-ordinary achievement, while serving as Command Pilot of a heavy bombardment formation on a mission to Germany, 13 September 1944. Major Cameron's skillful leadership and sound judgement in guiding his formation to a heavily defended target requiring deep penetration were major factors in the successful destruction of this vital enemy installation. The outstanding tactical ability displayed by Major Cameron on this occasion reflects the highest credit upon himself and the Armed Forces of the United States. He entered military service from Hanford, California.

The 67th Squadron participated in 15 missions during this month of October and flew a total of 99 sorties. Comparitively speaking, this was a slow month for operations. This was due mainly to inclement weather, and to the fact that the Group is flying smaller formations.

The Squadron (67th) suffered the first operational loss in 89 consecutive missions on the 18th.

Forty-five Officers and Enlisted Men completed operational tour this month by the combat personnel of the 67th.



1st Sergeant ROBERT W. RYAN
67th's popular leader of EM

1. This month marks the beginning of the 25th month in combat operations for the Group. There was no operation scheduled for today - only routine training.

T/Sgt. Poehls, one of the older members of the 67th Squadron, left today to return to the States.

1st Lts. Weaver and Reinhart, participants in the Ploesti raid, were promoted to Captain effective 28 September.

2. First, they scrubbed a proposed mission to Stuttgart, Germany but then dispatched 23 aircraft plus two PFFs to lead the 14th Wing and the 2nd Division to Hamm M/Y. 67th's Lt. Bartlett led the 3rd section composed of 67th aircraft. Lt. Spencer was abortive due to mechanical malfunction, leaving six remaining 67th aircraft to proceed on to the target and bomb, results unobserved. All aircraft attacked with unknown results because, after making a second run to the target, the bombs were dropped visually but the target was completely obscured by clouds. Flak was moderate and accurate; fighter support was excellent. We incurred no losses but some of the returning planes had slight battle damage.

3. The Lorry Works at Gaggenau was the ordered Primary today and the Group was the second group in the "B" Wing, echeloned to the right of the 491st, with the 14th Wing leading the Division. 28 aircraft (7 were 67th) plus two PFFs were dispatched and all but one aircraft and one of the G-H ships attacked same target. Due to a bombsight malfunction in the lead ship on the bomb run, the formation ended up to the right of the target. However, the second and high squadron broke away to bomb the Primary with excellent results. The first and third, lead and low left, squadron of which was contained seven 67th planes, headed for Pforzheim, the secondary, but were cut off by another Wing; so they went on to choose a Target of Opportunity, the Offenbourg M/Y with fair to good results. Lt. Honmyhr flew as deputy lead. The formation encountered no flak or enemy aircraft, and all returned to base safely after a 8½ hour flight.

Lt. Jones adds: "Load of 6 x 1000 lb GPs. 3rd section lead for us. We drop as a squadron and missed. Glickman rode nose turret. Ship K+ (Scotty Mac) had to turn back early."

Sgt. Allen adds: "Saw artillery on hill in Nancy area. Also crossed Calais area and observed bombed robot sites. The Alps really looked pretty."

4. Briefed a mission to Nidda Airfield but the weather took a turn for the worse and the plans had to be scrubbed. Then crews participated in practice flights and ground training.

5. 67th's Lt. Bakalo led the Group's formation of 27 ships and 3 GH ships, plus 2 PFFs to Lippstadt Airfield in Germany. The PFFs were leads for the 392nd and 491st groups, one aircraft did not attack because of an electrical release failure. Lt. Bartlett led the 67th aircraft (9) and were the high right squadron. Fighter support was good through the mission, and neither flak or E/A were encountered. All of our ships returned without mishap. The results were good for the first and second squadrons, but poor for the third. Lt. Hurst's navigator, Lt. Appelin recorded the bombing to be worse than that. Bomb loading 52 x 100 fragmentation.

Captain Devon M. Davis assigned and joined from 66th Squadron.

6. Today the 44th dispatched 23 aircraft (7 were 67th) and two PFFs in four squadrons to lead the "B" Wing to the air armament

factory at Hamburg, Germany. Four aircraft returned early (not identified) and the remainder of the force attacked the target with excellent results, except for the first squadron which had poor results. 67th's Captain Orthman led the Group formation. Flak was intense but inaccurate and all aircraft returned safely assisted by good fighter support. Lt. Kuklowicz, flying in Q 049 (42-95049) sustained slight battle damage from this flak barrage. Lt. Appelin adds: Bomb load: 8 x 500 lb GP plus 4 x 500 lb M-17s. "Never saw so much flak in my life! Hurst flew a B-24 like a "peashooter" doing evasive action. The tail gunner (Sgt. Danny Fierro) and pilot are getting pretty good now. The gunner tells how the Jerry tracking is following us and then tells Hurst where to go to avoid it. Really works fine. The sky was solid black after we left the target area - I guess we were lucky as hell."

7. The target for today was a Tank Factory at Kassel, Germany. Lt. Bakalo led the low left squadron which was composed of 10 ships of the 67th. The Group had a total of 37 planes plus 2 PFFs. All but two aircraft attacked, with the first squadron results being excellent, second squadron poor, and the third and fourth unobserved. Lt. Steel was forced to turn back when the Navigator was taken ill, and the remaining 67th ships went on to register fair results. Flak at target was intense and accurate with four of the 67th planes suffering slight battle damage and returning safely. However, the 506th Squadron lost two ships and had another land in Brussels.

506th A/C #42-50789 pilot 1st Lt. W.S. Salfen 3 KIA, 7 POW Last seen in vicinity of Kassels, #1 & #2 engines had been knocked out by flak and it fell out of formation under control. It was last seen and heard from at 1239 hours, called VHF for fighter support and believed heading for friendly territory.

506th A/C #44-40167 (?) pilot 2nd Lt. H.E. Still - 3 KIA, 6 POW Sgt. John K. Dahlin, LWG, relates: "Plane was hit by flak and set afire. Seven of us bailed out and the plane broke into pieces soon afterward. Later, a German major told me that 3 bodies were found in the crashed plane."

506th A/C #42-50894 (clear on tapes) was badly hit by flak and landed at Brussels. Its pilot, Lt. John W. Jones, Jr. had received a severe wound in the left leg, requiring amputation below the knee. He had been hit in both legs and was rushed to the 8th British Army Hospital.

8. Briefed for a mission to Magdeburg, but it was scrubbed because of the weather.

Capt. King assigned from the 506th BS.

9. Gressen Airfield was the Primary today and 30 aircraft (8 being 67th's) and 2 PFFs were dispatched to form the third Group in the Wing, while the 14th Wing led the Division. However the Primary, being a visual target, could not be located through 10/10th cloud cover, so the Secondary, Koblenz M/Y, was bombed PFF. The 67th's Lt. Phillip was abortive due to the loss of #3 engine being one of the two ships not attacking. Results were not observed. Captain Orthman flew Group deputy lead while 506th's Capt. Gossett led the Group with Major Middleton flying as Command Pilot. Flak in the target area was light and inaccurate, no enemy aircraft encountered, so all A/C returned safely to base.

Fighter support was excellent throughout the mission. F/O Porter, bombardier on Lt. Hurst's crew, appointed 2nd Lt. effective 6th October.

10. A briefing for an attack on Hamm M/Y was planned but the mission was scrubbed.

2nd Lts. Brownlowe, Bullinger, DeWitt, Kite and Ziegler promoted to 1st Lts. effective the 7th.

11. Weather again holds up operations. A proposed mission to Unna was scrubbed before briefing.

12. Achmer was the Primary (visual) and Osnabruck M/Y the Secondary if PFF. The 44th flew a split formation with the first squadron being high right on the 392nd BG and the second squadron was high right on the 491st. Six of the 67th ships bombed the Secondary with Lt. Honmyhr leading the high right squadron. Their results were poor because of personnel error and bombs were six miles west of the MPI. The first squadron's results were unobserved because of the bomb smoke, but bombs were seen to drop in the target area. There were no enemy A/C and flak was moderate and inaccurate. Fighter support was good - the Group incurred no losses.

Lt. Appelin adds: "Getting cold as hell. Strike photos show steam from train on viaduct going across viaduct unmolested. Neat miss." A/C returned to base at 1400 hours.

13. There was an early morning briefing for Cologne, Germany, but the weather was poor and the mission was scrubbed. Crews participated in practice flights.

2nd Lts. Folland and Groom promoted to 1st Lt., AUS, effective 9th. 1st Lt. Honmyhr promoted to Captain effective the 11th. F/O Burke appointed to 2nd Lt. effective also on the 11th. Today a buzz bomb hit Norwich.

14. Lt. Bakalo led the Group today on a mission to Kaiserslautern M/Y, Germany. Seven of the 67th aircraft, along with 23 other planes (including 3 G-H and 1 PFF). All aircraft reached the target and bombed by the G-H method, results unobserved. Bomb loading was 12 x 500 GPs dropped from 22,000 feet. There was no flak on the formation and all aircraft returned safely to base.

Sgt. Allen adds: "Formed over London, bombed through 10/10ths coverage. Milk run."

The 44th was the only Group flying in the Wing and flew as third Wing in the Division.

S/Sgt. Burton, having completed operational tour, transferred to 12th RCD to return to the States.

15. Nine of the 67th aircraft were in the 44th formation of 33 A/C and 5 PFFs attacking the largest motor transport works at Cologne, Germany. Our planes made up the "A" group of 25 aircraft and a "B" group of 13 ships to lead the 14th Combat Wing, third Wing in the Division. All aircraft reached the target and bombed by the PFF method. The "A" group bombed the Gerson M/Y 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 order to bomb 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 just north of Cologne, with good results. No flak or enemy fighters were in the target area, while flak on the route out was only meager and inaccurate. Fighter support was excellent and there

were no losses.

S/Sgt. L.C. Allen, tail turret gunner on Lt. Struther's crew, adds these comments: "The entire 8th AF hit Cologne today. The town completely covered by dust and smoke. We flew in J, formerly B, had bomb loading of 5 x 500 GPs and 6 M17s, bombed from altitude of 24,000 feet. Our escort was P-51s. Took familiar route over Belgium, in and out."

Lt. O.K. Hill, 66th, was deputy lead for the Group.

Major Slough relieved to be assigned to AAF RD #1, for return to Atlantic City, USA.

16. Today was a stand-down. Crews participated in a Group practice mission.

Cpts. Aldridge, King and Stegbauer: T/Sgt. Cardwell, having completed operational tour, assigned to CP 70th RD for return to the States.

17. The 44th BG dispatched 32 aircraft (10 being 67th's) and 3 PFFs to lead the 14th Wing and the 2nd Division on today's operation. The Chemical Works at Leverkusen was the assigned Primary but with 10/10th cloud cover dominating the scene, the Secondary, Nord M/Y at Cologne was bombed on PFF with unobserved results.

Capt. Orthman flew Group deputy lead and when the lead aircraft was forced to turn back, Capt. Orthman took over the lead. Bombing results were unobserved. Flak, from the IP to the target was intense and accurate with 19 of the Groups ships suffering some slight degree of battle damage - four of them were 67th A/C. No personnel were hit by the flak, and all returned safely. Fighter support was good.

S/Sgt. Allen also adds: "Bomb loading of 6 x 500 lb GPs and 6 x 500 lb M17s, bombing altitude of 22,000 feet, P-47s and P-51 were escort fighters. # 13 is done!! Heavy, intense and accurate flak over target and Rhine. No holes! Lt. Struthers saw a jet-propelled E/A. And what a landing! #3 engine cut out and feathered, then two more cut out. Struthers and Lloyd brought O down fine. Clipped some trees, hit in pasture, then just cleared the fence and made good landing. Nose and right wing knocked a bit, with part of a tree stuck in wing!"

Lt. Hyland and crew completed operational tour. F/O Beaver appointed to 2nd Lt. effective 13th. Major Grube from leave of absence to duty.

18. 26 aircraft (8 being 67th's), 2 G-H and 3 PFFs were dispatched to lead the 14th Combat Wing, second wing in the Division, to the Chemical Works at Leverkusen. And the 67th pilot, Lt. Bakalo was flying our Group lead. Bombing was accomplished on Gee-H and results were unobserved. 10 aircraft and one PFF did not attack the target due to equipment failure in the PFF which led the high high right squadron. One of these aircraft ran into mechanical trouble and left the formation, heading for Brussels. Due to poor visibility, he missed the field, and running short of fuel, he salvoed his bombs. The resulting blast blew out the windows in the aircraft and damaged the elevators - no elevator controls. #3 engine began burning and #2 began smoking. Used throttles to maneuver nose up and down. Had rudders and ailerons. Went into grassy meadow NE of Brussels (25 to 30 miles)(Hentje/Westerloo) and nose wheel collapsed, but main gear held up. It split the ship apart, shoved dash board back, and minor crew

bruises and cuts from flying plexiglass. A/C completely wiped out. Note: Difficulty in identifying A/C #. 66th Squadron's ship and they recorded as #51234 Lt. Tom Brittan, F.O.T.E. has it as #42-50526, and reconciliation still goes on. #123 +
 On the return Lt. Bakalo's aircraft, while in a cloud bank, evidently hit the prop wash from other aircraft ahead. They were in a large cloud bank or front that had built up to 28,000 feet and could not go over. They were at 24,000 feet and proceeded to go through it. After hitting the prop wash the engines were throttled back and then it felt like a huge force was lifting the right wing. The plane went into a sharp bank to the left. Col. Turnbull, Command Pilot, said, "Center the needle" - twice. The aircraft then flipped over on its back. Sgt. George Encimer, RW gunner, said, "In looking up I saw the escape hatch and the next thing I remember I was outside the ship. S/Sgt. Cecil L. Scott, left waist gunner, landed approximately 25 to 30 feet from me, but his chute hung up in a tree. We landed approximately seven miles from Ghent, Belgium."

67th A/C #41-28944 D "Flying Ginny" First eight men KIA

Bakalo, Michael	1st Lt.	Pilot	New York City, N.Y.
Herman, Bernard L.	2nd Lt.	Co-pilot	Baltimore, Maryland
Bradshaw, Eugene T.	1st Lt.	Navigator	Warrensburg, Mo.
Fowls, Ralph A.	1st Lt.	Bombardier	Piketon, Ohio
Turnbull, John I.	Lt. Col.	Command P.	Baltimore, My. (HQ)
Holabaugh, John W.	T/Sgt.	Engineer	Tylersburg, PA.
Stern, Jerone J.	T/Sgt.	Radio Oper.	Brooklyn, N.Y.
Lopez, Charles R.	S/Sgt.	Tail Tur.	Topeka, Kansas
Ziegler, Norbert J.	S/Sgt.	Nose Tur.	Collyer, Kansas
* Scott, Cecil L.	S/Sgt.	LW Gunner	Winnemucca, Nevada
* Encimer, George J.	S/Sgt.	RW Gunner	Chicago, Illinois

* -- Both of these men seriously injured and were returned to the USA for treatment.

The loss of this aircraft broke the string of 89 consecutive missions without an operational loss. This is believed to be a record in the 8th Air Force.

In addition to this 67th airplane and crew, the 68th Squadron lost two aircraft of their own, from unknown causes at that time.

68th A/C #42-50381 D piloted by 1st Lt. J.H. Dayball 10 KIA

68th A/C #42-50596 O piloted by 1st Lt. E.C. Lehnhausen 10 KIA

No eye witnesses from the Group saw these two aircraft go down. However on the route out, near the coast, the severe front building up to 28,000 feet caused the Group to break its integrity, all planes for themselves. B-58 Station information is that these two ships crashed at 1307 and then burned. M.A.C.R. says that the losses were due to a collision in that electrical storm. No survivors from either crew with which to establish cause.
 1st Lt. Atkinson promoted to Capt. effective 16th October.

S/Sgt. L.C. Allen also adds these comments: "What a rat race! We formed above 20,000 feet and didn't let down till leaving the coast. Planes really strung out to I.P. Moderate flak at target and over Rhine, but no holes. Don't know what we bombed. Bomb load 6 x 500 GPs and 6 x 500 M17s, dropped from altitude of 23,000 feet. P-51 escort, temperature -35^o Centigrade. A seven-hour flight in U" (539?)

19. The target for today was the Diesel Works at Gustavaburg, Germany with six aircraft of the 67th taking part with the other 13 A/C from the Group, plus 2 G-H ships and 1 PFF. We formed the "A" Wing of the 14th Combat Wing, and all but one aircraft attacked the target on G-H with unobserved results. Capt. Orthman flew as Group deputy lead. No E/A were observed and flak in the target area was moderate and accurate. Fighter support was excellent and the Group incurred no losses, but did sustain some slight battle damage.

20. Today was declared a stand-down. Crews participated in lectures and ground training.
1st Lt. Jones from duty to DS, TAP Station, High Gate.

21. Another stand-down today.
2nd Lts. Aston, Coscarelli, Henneberry and Silverthorne promoted to 1st Lt. effective 17th.

22. Again, another stand-down due to weather conditions. The mission that was scheduled was cancelled. It was Hamm.

23. Briefed a mission to Gelsenkirchen with the 44th scheduled to lead the Combat Wing. However, the weather did not lift any, and the mission was scrubbed just before take-off.
2nd Lt. Burtsavage promoted to 1st Lt. effective the 20th.

24. No mission today. Crew participated in Group practice mission and other ground activities.
1st Lts. Hurst and Kite; 2nd Lt. Porter and F/O Appelin from DS Rest Home to duty.

25. A synthetic oil plant at Gelsenkirchen, Germany was the Primary target for today. The 44th made up the Combat Wing, second Wing in the Division. The Group dispatched 29 A/C, 3 G-H ships, and 3 PFFs, with bombing done on G-H through 10/10th undercast, with unobserved results. There were no enemy fighters, 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 aircraft became separated from the remainder of the formation over the Ruhr Valley. The other aircraft returned by the briefed course. Fighter support was contacted on the route in and were sighted once prior to reaching the target, but no contact was made after leaving the target. All aircraft returned, some having sustained various, slight degrees of battle damage.

26. Captain Honmyhr flew Group deputy lead with six aircraft of the 67th Squadron to attack a synthetic oil plant at Bottrop, Germany. The 44th made up the 14th Combat Wing today, to lead the Division with 17 A/C, 2 G-H ships and 2 PFFs. Bombing was accomplished by G-H through 10/10th cloud cover, with unobserved results. Flak again was intense and accurate in the target area.

No enemy aircraft were observed. Fighter support was present although no contact was made. No losses were incurred. S/Sgt. Allen adds: "Target lies 5 miles north of Essen. We flew in U, bomb loading of 24 x 250 GPs. This was the most flak we've ever seen over target. They threw everything they had up at us! This was (Lt.) Hennaberry's #13!"

27. Briefed a mission to Frankfurt today, but the mission was scrubbed because of weather. However, the crews participated in practice flights and ground training.

28. Today was officially a stand-down. Captain Schmidt relieved from and assigned to Hq. 44th BG. There was not even practice flying because of the weather conditions.

29. Another stand-down for today.

Lt. Kleiderer and crew assigned and joined from the 66th Squadron, being newly arrived from the USA on 23 October.

Lt. Pellow and crew from duty to DS Rest Home, Loch Lommond.

30. Seven 67th aircraft composed the high right squadron of the 44th's formation of 28 A/C and 2 PFFs to lead the 14th Combat Wing, last Wing in the Division to the oil refinery at Hamburg. Lt. Holmer led the 67th's section to the Primary which was Hamburg (visual) and the Secondary if PFF. Weather conditions at the IP and the interference by the preceding Wing caused the formation to break up and deviate from the briefed course. So 19 aircraft attacked the Secondary, and eight A/C dropped on a Target of Opportunity at Uterson. Bombing results at both targets were unobserved, although a preliminary analysis of the scope photos show bomb striking in the Secondary target area. No enemy aircraft were observed and flak on the target was heavy and inaccurate. One 506th Squadron plane, #44-10523 and piloted by 1st Lt. C.J. Bentcliff, was lost to causes unknown although it is believed to have been hit by flak. Immediately after bombing (1318 hours) the aircraft was seen to go into a steep bank and came out of it with a loss of altitude. The aircraft was last seen flying southwest and apparently under control. Poor visibility due to high clouds made further observation impossible, but no chutes were seen. Later, three men were reported POW, and 8 KIA* Fighter support was excellent. The 67th planes escaped battle damage and returned safely to base at 1530 hours. Lt. Hurst and crew flew their first deputy lead, carrying 12 x 500 lb M-17s. Lt. J.A. Struthers, in A/C O, carried 24 x 250 lb GPs dropped them from altitude of 24,000 feet. His tail gunner, S/Sgt. Allen records that the weather was cloudy, 10/10ths coverage every way one looked. Not much flak but sweated out the clouds, instead. The 2nd Division was the only one that didn't turn back - even the escort turned around.

31. No mission scheduled for today.

T/Sgts. John A. Kocyan, Berrier; S/Sgts. Clement J. Bartash, Stewart, Baily and George Maxwell, having completed operational tour of duty, transferred in grade to AAF Redistribution Station #1. Atlantic City, New Jersey, USA!

* - 1st Lt. Chester L. Barefoot (Pilotage) is not shown on the Roll Of Honor. Listing now has been corrected as it has been verified that he did not survive. (1985)

GENERAL

Sixteen targets were hit during the month of November by the aircraft of the 44th Group. The types of targets hit varied, with the following being the primary objectives: Synthetic oil plants were hit on seven different occasions; Railroad and transportation choke points were the objective on six different occasions; and Airfield was hit once; 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 other (twelve) were hit with unobserved results.

The 67th Squadron were credited with 95 sorties during this month. They had 14 Officers and Enlisted Men complete their operational tour. One officer was KIA and four Enlisted Men were wounded in action. The Squadron Christmas cards are being printed at the present and should be ready for issue the first of December.



Major WILLIAM R. CAMERON 67th's C.O. being "pinned" once again by Col. Leon Johnson

1. The Bauer Oil Refinery at Gelsenkirchen, Germany, producer of synthetic oil, was the objective for three aircraft of the 67th Squadron, joining with 9 other A/C of the 44th to form the third Group in the Wing, second Wing in the Division. Captain Honmyhr flew Group deputy lead until the lead aircraft was forced to drop out, at which time Capt. Honmyhr assumed the lead and bombed from that position. They attacked the target on PFF through 10/10th undercast, with results unobserved. The 66th sent two PFFs to lead other Groups - one to the 392nd and one to the 491st - their results unknown, also. Flak in the target area was heavy and inaccurate, and fighter support was excellent. The Group incurred no losses.

2. 34 aircraft (7 were 67th) were dispatched to lead the Wing and Division to Castrop-Rauxel, another producer of synthetic oil. The plant is located $7\frac{1}{2}$ miles northwest of Dortmund. 29 planes bombed this target PFF, through 10/10th undercast with unobserved results. 5 A/C did not attack, 3 for mechanical failures and two for oxygen trouble. Capt. Barleywine in A/C 124 D led the Group and bombed G-H. Flak was meager and inaccurate, and fighter protection was good. There were no losses. Bomb loading was 12 x 500 lb M17s. Our crews never saw the ground after taking off from England, heavy vapor trails from each ship. Nine T/Sgts and 16 S/Sgts. transferred from the 67th to Casual Pool, 70th RD for return to ZOI. Capt. Charles E. Hughes from Hq. 44th to 66th Squadron as C.O.

3. Another mission was briefed to the synthetic oil plant at Gelsenkirchen, but was scrubbed before take-off because of weather.

10 S/Sgts. promoted to T/Sgts; 20 Sgts. promoted to S/Sgts.; 17 Cpls. to Sgt. per paragraph 8, Special Order 304, 44th BG.

4. Captain Honmyhr (67th) flew Group deputy lead and Capt. Hal S. Kimball (506th) was Group Lead with the 34 A/C of the 44th BG leading the Wing back to Gelsenkirchen. Also, two other 66th ships went with the 491st BG. Specific target was the Nordston Refinery. Nine of the 67th along with the other 44th ships hit the target by G-H through 10/10th cloud cover with results unobserved. Flak at target was moderate to intense and generally accurate. Fighter support was good. All aircraft returned to base, two of the 67th sustaining slight battle damage. Bomb loading was 24 x 250 lb GPs on some, 12 x 500 lb GPs on others. Lt. Hurst's aircraft had 29 holes. Lt. Struthers had Lt Paul fly as co-pilot today, making his 34th mission. The 66th's C.O., Major Hunn, was released today to join the Army. F/O Carl Appelin was appointed 2nd Lt. effective 22 October.

5. 33 of the 44th's aircraft were dispatched to hit a tactical target in support of the ground forces who opened a new offensive in the Metz area. The 67th was led by Lt. Holmer in the high right squadron in the Group formation. Capt. Testa, 66th, led the 44th on assembly but deputy lead took over on bomb run. Inclement weather however forced part of the formation to attack the Secondary, Karlsruhe on PFF. The low left squadron, 506's ships, became separated from the rest of the formation and dropped visually on Landau railroad, a target of opportunity, but also with unobserved results. Flak was moderate and accurate

and fighter support was good. There were no losses. 67th's Lt. Harris was forced to turn back due to mechanical malfunction. Lt. Struthers, in U, bombed with 4 x 2000 lb GPs from 23,000 ft. His tail gunner, Sgt. Allen adds "Had very strong headwinds coming back - approximately 100 knots. Also bad weather over the Channel and we had to land at a Fortress base 20 miles from Shipdham. We refueled and then got back."

6. The 44th Group formed the 14th Combat Wing, third Wing in the Division and dispatched 32 aircraft to the oil refinery at Sterk-rade. All but two (one was Lt. Struthers when #2 supercharger went out) attacked the Primary through 10/10th cloud cover with unobserved results. The 67th had 6 A/C, and both the 68th and 506th had 8 each. Capt. Barleywine in #124 (66th) led the 44th. Fighter support was not observed although radio contact was maintained. The 67th's Lt. Kleiderer participated, this being his first mission bombing with 4 x 2000 lb GPs. All aircraft returned to base safely with no casualties, but it is reported that the 506th's A/C #44-40071 O "Sweat Box" crashed on return.

7. Today was a stand-down. Training flights were flown. 1st Lt. Moore was promoted to Capt.; 2nd Lt. Owczar, Shepherd, and Kuklewicz promoted to 1st Lt., effective 1st of Nov.

8. The ordered Primary was Rheine M/Y and the 44th dispatched 11 aircraft. The Groups briefed position was low Group in the Wing, second Wing in the Division. However, assembly was not accomplished because of the severe weather conditions in the form of heavy contrails and poor visibility and other changes in instructions. The formation proceeded on the briefed course to the target. Personnel error caused mis-interpretation and Enschede rather than Rheine was attacked hitting the railroad 1½ miles east of town. The bombing was done through 10/10th cloud cover and results were poor. One aircraft bombed visually a factory northwest of the railroad objective. There was no enemy resistance and no losses. Lt. Struther's navigator, Lt. Carl Appelin termed the results "Pitiful - only plowed up some Brussel sprouts." Lt. Struthers and Lt. Hurst were the only two 67th ships represented in the formation.

Capt. Walter T. Brady, Squadron Bombardier, having completed operational tour, transferred to CP 70th RD for return to the US.

9. A mission for support of ground forces at Metz was accomplished today. Eight aircraft of the 67th, along with 26 from the other Squadrons, departed this base at 0630 hours, all attacking the target on Gee-H with unobserved results. In addition, 66th's Lt. Willis led the 491st in #594 P+. Bombing load was 4 x 2000 lb GPs. Little flak and no enemy aircraft was encountered. Capt. Orthman flew Group deputy lead. Lt. Kleiderer flew his second mission and his tail gunner, S/Sgt. W.S. Chaffin adds: "Our target was the gun positions at Metz in France. These guns were holding up progress of Gen. Patton's Army, so we were to knock them out. What flak we saw was "scarecrow" flak. This leaves a long white smoke trail from the ground to where it explodes in a white cloud."

1st Lt. H.C. Henry (66th) participated, flying in K+. Lt. Al Jones adds: "We put a picture on one of the bombs. The boy was killed in France and his brother sent it to 'Pete' (Henry) to be delivered to Hitler in person. We reached the target at 0952 and

dropped with Gee-H as a group due to 8/10th cloud cover. We were bombing just ahead of General Patton's 3rd Army troops. They put up a friendly line of flak at 17,000 feet at their foremost position. We also had C-52 equipment to tell when we were past our own lines. These all worked very well and no bombs were dropped on our own troops. The target was well hit. We encountered some enemy rockets - about 50 in the area, but that was it. On the return we hit the ground 20 seconds behind our left wingman when it started raining and snowing. We flew a crew of 11 and finished up one man."

Lt. Hurst's crew also participated and Lt. Appelin adds: "Bombed by instruments, 4000 yards ahead of our troops. Later, after turning for home, we could see our results. Right in the fortified area. One pilot had a brother in the Infantry who went in after the bombing. He said there was nothing but big slabs of concrete and the dead or stunned Jerries. No trouble at all taking the position."

10. The 44th dispatched 21 aircraft (6 67th's) to lead the 14th Wing, fourth Wing in the Division, to the Hanau/Lanzendieback A/F, which is near Frankfurt. 506th's Lt. O.K. Hill was Group lead, and carried 40 x 100 lb demos. Two additional G-H aircraft, including Lt. Kelly, 68th, led the 392nd. All of the 44th A/C attacked the objective on Gee-H through 10/10th undercast and results were believed to be excellent. There was no enemy resistance in the target area, but moderate and fairly accurate flak was encountered in the Koblenz area. Four of the 67th A/C suffered slight battle damage, and S/Sgt. George E. Schofield, left waist gunner on Lt. Spencer's crew was slightly wounded. Fighter support was excellent and all aircraft returned to base. Once again the 67th's C.O., Major Cameron, accompanied his men on this mission although he has completed his tour a year ago.

Tail Gunner, Sgt. Chaffin adds: "This was our stiffest mission yet. Flak was very intense and accurate. A guy named Kirk (68th's Sgt. Vernon E. Kirk) on a crew that came here with us was wounded (seriously) and also another guy (67th's). One plane had two of it's turrets, the hydraulic system, and one wheel shot out. It ran off of the runway when it landed, but no one was hurt. We never received a single hole in our ship, but every ship around us were hit." Damaged ship probably was #42-7647.

Lt. Reynonds assigned and joined the 67th.

11. The 67th did not participate in today's mission. Two G-H aircraft, 66th's #594 piloted by Lt. Williams; 68th's A/C #124 piloted by 1st Lt. W.D. Kelly, provided lead and squadron lead for the 392nd BG. Both attacked the synthetic oil plant at Bot-trop, bombing through 9/10ths cloud cover on Gee-H, with results unobserved.

12. The mission briefed to the synthetic oil plant at Gelsenkirchen was scrubbed before take-off because of weather. The crews had already placed their guns in position before the scrubbing.

13. Inclement weather continues to keep our aircraft grounded. Crews attended a POW lecture in the main briefing room.

14. A mission was briefed to Altenbecken, but was scrubbed before take-off because of the adverse, cold weather. The following personnel, having completed their operational tour are relieved and assigned to CP 70th RD, to be returned to the

Zone of Interior: Captain John W. Honmyhr; 1st Lts. William L. Paul, Christos P. George, and Edward C. Yatkones; T/Sgts. Weddell, Rodriguez, McFarland, and Collins; S/Sgts. Syron, Wacker and Tray.

15. Continued adverse weather cancelled another early briefing. The situation remains quiet.

16. 34 aircraft of the 44th BG were scheduled to take off on a tactical mission to Eschweiler in support of our advancing ground troops. However, the weather was very bad and during the take-off the ceiling continued to become lower and lower until the field closed in. Eleven A/C did take off up to this point, 7 of them 67th, one each for the 66th and 506, two from the 68th. So they went on to take their position, second Group in the Wing, and leading Wing in the Division. The two 68th ships provided * leads for the 491st and for the 44th; one 506 aircraft piloted by Capt. Kimball with Col. Merrill remained with the 44th; and one 66th A/C provided lead for the 392nd. The target was bombed with 32 x 260 frags, with excellent results. Flak was moderate and inaccurate and fighter support was good. All aircraft were diverted upon return from the closed Shipdham field to open bases in England. There were no casualties. Lt. Kleiderer's aircraft was one of the 67th's that were first off. Sgt. Chaffin adds: We bombed ground troops and installations a short distance northwest of Aachen. The big push by our ground forces started right after we finished bombing - and the place was captured soon after. When we returned we had to land at an R.A.F. base about 40 minutes from London. This place was awful - the chow was terrible and we had to sleep on biscuits on the floor of the recreation hall. We stayed there until Sat. evening, the 18th."

17. No mission today - still closed in. One new combat crew assigned and joined from 70th RD per paragraph 3, Special Order #318 Hq. 44th BG.

18. The mission scheduled for today (Leipheim, Germany) was scrubbed. We remain socked in.

19. Crews participated in practice mission this afternoon. Ground crews attended training and lectures if they were not scheduled for flying.

1st Lts. Holmer, Terzian and Brown; 2nd Lts. Burke from DS Rest Home to duty.

66th's C.O. Capt. Charles E. Hughes promoted to Major.

20. Five of the 67th aircraft were scheduled for an operational mission in the morning, Primary Bottrop, but the mission was recalled after assembly.

Capt. Davis and 1st Lt. Hoist, having completed operational tour of duty, were transferred to CP 70th RD for return to the States. 2nd Lts. Ferguson, Lampenfeld, Porter and Wilkens promoted to 1st Lt. 1st Lt. Berry, 67th Squadron Communications officer, relieved, and assigned to 489th BG.

One new combat crew assigned and joined the 67th from 70th RD.

21. The target for today was the Crude Oil Refinery at Harburg, Germany. Lt. Harris led the low left section in the Group formation of 30 planes, leading the 14th Combat Wing. One section

* See story at end of November about this 68th's crew, p. 279.

was made up by the eight ships the 67th sent. All aircraft reached the objective and bombed on PFF equipment. Intense accurate, barrage-type and tracking flak was encountered in the target area. All aircraft suffered battle damage. 1st Lt. Robert A. Burke, Navigator on Lt. Phillip's crew, was killed in action when he was hit by a heavy unexploded projectile that simply blew him to pieces and scattered it over the ship. It was the most gruesome episode of the war, so far as the 67th's returning planes revealed. A portion of Lt. Burks body was blown out of the side navigator's window and bent the #2 propeller. S/Sgt. Philip Kostakos, LW gunner on this same plane, was wounded by flak as well. S/Sgt. W. Dorrisey, LW gunner on Lt. Harris' crew, was slightly wounded by flak. T/Sgt. F.J. Peck, radio operator on Lt. Condray's crew, suffered a slight flak wound on his face. S/Sgt. Albert H. Abercrombie, RW gunner on Lt. Spencer's crew, suffered an ankle wound from flak. All A/C returned to base, luckily. It was several weeks before Lt. Phillip's plane would be returned to operational status due to the impossibility of getting it clean as well as to make repairs. Men just did not want to fly in it. The A/C M? #44-10552 J ??

22. Today was a stand-down.

Captain Charles A. Sandoval assigned and joined from the 506th.

23. The mission that was briefed to Duisburg was cancelled before take-off. One new combat crew assigned to 67th Sq.

Capt. Abbot T. Fenn, 67th Squadron Engineering officer, relieved and assigned to Hq. 44th BG. 1st Lt. Ferguson from assigned and assigned to 464th Sub Depot.

24. The mission set up for today again was scrubbed due to adverse weather conditions. Only two missions have been carried out since the 11th. Not so good!

1st Lt. H.R. Ryer assigned and joined from the 68th BS.

25. The Group finally dispatched 25 aircraft with six of them flying with other Groups. The only ones identified were 66th's Capt. J.K. Williams, leading the 392nd and 68th's 1st Lt. Kelly flying deputy lead for the 392nd. 506th's Capt. Hal S. Kimball led the 44th's formation. The 67th's seven planes stayed with the Group, except for Lt. Evans, pilot of R #895, which was forced to turn back when an oil lead developed in the #2 engine. All remaining aircraft bombed with 12 x 500 lb demos on Gee-H with unobserved results. Flak was meager and inaccurate, and fighter support was very good. No battle damage was reported by the 67th planes but 68th's #260 had category "A" damages. All returned to base at 1445 hours. The target was Bingen M/Y. Sgt. Chaffin adds: "Our fifth mission today. We flew in U, a carpet blinker ship (42-50539 Sultry Sue?). Latty, our old nose gunner, replaced Rosenburg and will be with us from now on. Rosie went to Navigators school."

26. Eight of the 67th planes bombed Bielfeld, Germany but with only fair results. Lt. Brownlowe led the high right squadron in the Group formation of 32 aircraft. The target was a railroad viaduct, but due to a rack failure in the lead aircraft, and a frozen sight, results were not as good as expected. Flak in the target area was practically nil and E/A were not encountered by our Group. Fighter support was excellent, all A/C returned safely to base.

Bomb loading was 8 x 1000 lb demos. S/Sgt. Chaffin adds: "We flew Sultry Sue U again. This is our sixth mission and our "Air Medal" mission. Our target was a railway viaduct at Bielefeld, near Munster. There were no clouds over the target so I could see the bombs bursting for the first time. It looks as if a lot of lights are blinking on and off all over the place. I couldn't tell whether we hit the target or not - we came very close, anyway. Later I found out we missed the target as it was so small."

2nd Lts. Auracher, Milich and Appelin promoted to 1st Lt. 1st Lt. Bartlett and Holmer promoted to Captaincy. 1st Lt. Cloxton relieved and assigned to Hq. & Hq. Sqdn., 2nd Bomb Division, effective 23 November.

10 Cpls. promoted to Sgt. per paragraph 10, Special Orders 327.

27. Five of the 67th aircraft bombed Offenburg M/Y today led by Lt. Brownlowe. He also led the Group formation as well as the 14th Combat Wing. The 44th dispatched 24 aircraft with one of them, 68th's 1st Lt. Collins leading the 392nd Group in A/C #806. All attacked the target visually but with the aid of Gee-H. The results were excellent except for one squadron which bombed over the target because of a rack malfunction. Flak was meager and inaccurate; fighter support was good. All aircraft returned to base with no casualties.

Lt. Appelin adds; "Bomb loading of 52 x 160 Fragmentation bombs. Miserable weather! Deputy lead."

28. Today was a stand-down. Ground training for crews was scheduled.

1st Lt. H.W. Johnson assigned and joined from the 68th BS.

29. The 44th dispatched 24 aircraft, 6 of the 67th's, to hit the railway viaduct at Altenbecken. 68th's 1st Lt. J.R. Collins was Group lead for the 44th; Capt. Williams, 66th, led the 392nd BG in #594. 23 of our aircraft attacked the target on Gee-H through 10/10th cloud cover, with unobserved results. Enemy opposition was nil in the target area; fighter support excellent. All aircraft returned safely except one from the 66th Squadron who landed at St. Trond with his #4 engine out. He returned on the following day. Bomb loading 12 x 500 lb GPs.

2nd Lt. Hilmer assigned from Hq. 44th BG per paragraph 2, S.O. 330, Hq. 44th BG, 27 November.

30. The Group dispatched 23 aircraft to fly echeloned to the right of the 392nd BG, who led the Division to Neunkirchen M/Y. Captain Orthman flew as Group deputy lead along with six other aircraft of the 67th. Our Group bombed on Gee-H through 10/10th undercast, with unobserved results. Flak was meager and inaccurate; fighter support was good. Capt. Williams, 66th, led the 392nd in #582; Lt. Kelly, 68th, led the 491st in #806. All 67th A/C returned safely, but one 44th aircraft was forced to land on the continent and the crew has since returned.

On November 16, Lt. Kelly in A/C #806 provided the lead for the 491st BD, 2nd Division and the 8th AF. T/Sgt. George G. Fraga, Engineer on Lt. Kelly's crew, relates this story, "I remember we had a full bird Colonel as Command Pilot, a West Pointer, and an all-around real Joe. The navigator, 1st Lt. Frank W. Lane. 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 (491 st 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 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 whole 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 off the tension."



B-24J #44-40279 K+ "HENRY" 66th Sq.
Capt. Howard C. Henry and crew started
with the 67th, then to the 66th. "Pete"
Henry received permission to use this
comic strip character - officially!
"Henry" had 62 missions and came "home"!

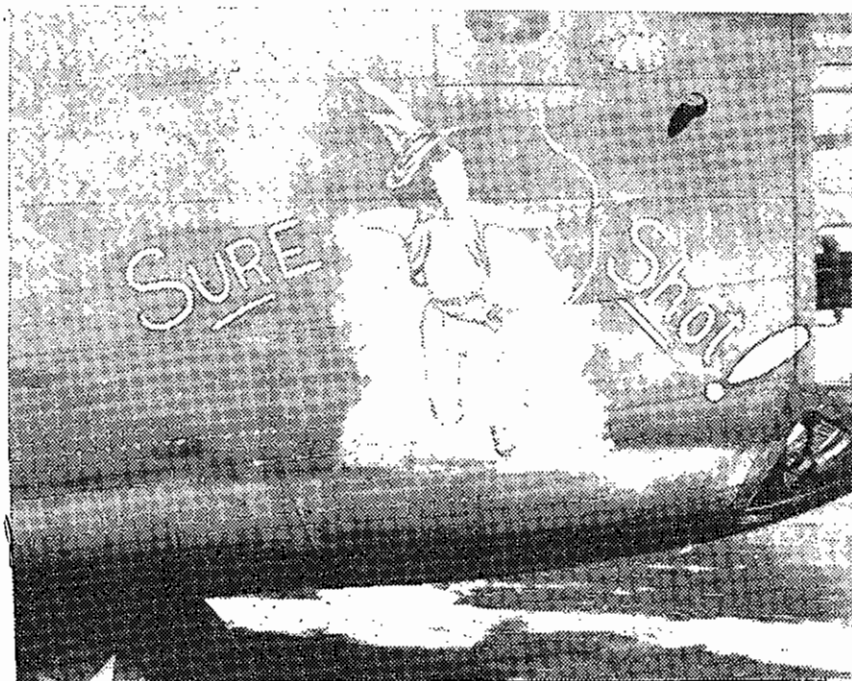
GENERAL

December begins - the last month of another year overseas. It has been a long, arduous, but rather fruitful year for the 44th. The year saw us complete 198 missions, and we are on the verge of a 300 mission party. 1945 should be the last one for us over here - at least, that is the hope of all the boys.

The month was not exceptionally good for bombing as the terrible weather conditions seriously hampered our operations. The 67th participated in 14 missions, flying a total of 93 sorties. There were no casualties and no aircraft were lost to enemy action. Five officers and six enlisted men completed their operational tour of duty. This month saw the completion of 26 months of combat operations.

As we approach the threshold of the New Year, may the determination of every man be stronger than ever before to do his part in bringing defeat to Germany.

The 68th squadron proudly points to the achievement of a total of 113 successive sorties without an abortion. The period started on 2nd of November and continued to the 10th of December. They also have one engine with a total of 707.10 hours without having been removed from the aircraft!



B-24D #42-63769 "SURE SHOT" 66th Squadron

1. The month started off slowly with a stand-down.
2. The Group dispatched 11 aircraft, 3 being 67th's, led by 66th's Capt. McDonnell in our eight-plane formation and leading the 14th Combat Wing to the Bingen Marshalling Yards. 67th's Lt. Lavitt led the high right squadron of the 392nd BG, along with 506th's Lt. Bayless lead of the low left squadron. All reached the objective and bombed on Gee-H with unobserved results. The weather was definitely worse than briefed! One of the Group's aircraft attacked a Target of Opportunity, a railroad bridge 3 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 and enemy fighters were observed in the area. No fighter attacked our formation, but attacks were observed on stragglers of other Groups. Unbelievably our Group lost two aircraft - one by the 68th and one by the 506th. The 506th aircraft #42-50766 D+ and piloted by 1st Lt. H.L. Bayless was leading the low left squadron of the 392nd when at 1246 hours this squadron passed through a cloud bank and Lt. Bayless was separated from the formation and no longer was seen. Lt. Bayless and four of his crew were KIA, 4 became POWs. The 68th A/C #42-50805 T, piloted by 2nd Lt. J.C. Hobbs, apparently, was a repeat of Lt. Bayless. Just before bombs away (1238) our formation flew into a cloud layer and this A/C was last seen entering this bank. Only two men survived and neither of them were ever officially listed as POWs. It can only be assumed that E/A attacked these two planes as stragglers. Our fighter support was very good and they were observed to engage enemy fighters immediately. 66th's 1st Lt. Hess in #329 left the formation because he lost #4 engine oil pressure and landed in France - all others returned to base safely. F/O Strug was assigned from the 498th BG.
3. The mission for today, Soest, was scrubbed just after briefing.
4. A mission was briefed to Soest M/Y and the 44th dispatched 24 A/C (5 were 67th) and three Group ships flew with other formations such as Capt. McDonnell leading the 392nd. They bombed Bebra. 67th's Lt. Brownlowe led the 44th, with Lt. H.C. Henry (66th) leading the 2nd squadron. The leading Group of the Wing was forced to make a right turn on the bomb run due to a collision course with the preceding Combat Wing. They, the 491st, were unable to pick up a tracking pulse and bombed on the smoke markers of the preceding Wing. The 392nd, led by our McDonnell, bombed the Primary on Gee-H. The 44th was able to get onto the G-H homing trace but were forced to avoid another collision course. The lead aircraft elected to turn left and the PFF Deputy Lead took over to bomb a Target of Opportunity (also disputed) of Wetzlar (Per the 44th Hq.) and Kolschhausen by H2X (per 66th). Results were unobserved for all aircraft, and there were no aircraft that did not attack. Enemy resistance was nil; fighter support was excellent. But one aircraft was lost to unknown causes. 66th's A/C #42-95124 P+ "Sand Bomb Special" piloted by 2nd Lt. W. Rogers. Between the I.P. and the target this A/C fell out of formation and went down apparently under control. Another crew reported seeing a B-24 with two engines feathered but could not identify. 7 men POW, 2 KIA. The 67th's Lt. Struthers ship U had the prop governors go out and landed at Woodbridge. Capt. Benedom flew down to get the crew and his ship had hydraulic trouble and it was midnight before the crews returned. They ate fish and chips at the English base.

Lt. Hurst's crew report that they dropped 12 x 500 lb GPs on a clover leaf on super highway intersection at Kolsch-Hausen, results good. Lt. Al Jones, bombardier on Lt. H.C. Henry's K+ 279 reported they dropped on an unknown section of Germany. Lt. Jones also adds: "Took off at 0845 hours to fly second squadron lead. Fighter support from a group of P-51s; bomb load 10 x 500 lb GPs and 2 x 500 incendiaries. Q+, Scottie Mac, lost an engine just before the target. We are to drop as a group. My R.B.R. was jammed. The leader made two runs, Gee-H on the yards, but didn't drop either time. PFF finally took over and dropped on an unknown section. P+ lost two engines (329?) and landed in France. Q+ landed in Brussels. Returned to Shipdham at 1700 hours.

2nd Lts. Brown and Kazmirzak promoted to 1st Lt.

The following combat promotions were effective as of the 1st: S/Sgts. to T/Sgt: Andreiotta and Coughenour; Sgts. to S/Sgts: Hopper, Warpack, Wirth, Moore, Small, Hasson, Van Dercreek, Lewis, Hastings, Root, Brenn, Williams and Thompson; Cpls. to Sgt: Arthur-ton, Davis, Feeney, Hulbert, Lynch, Ogilvie, Roach, Snell, Battenberg, Doyle, Germolus, Johnson, McQuade, Panico, Rosen and Van-neste.

5. There was only a limited effort by the 44th BG today with the 66th, 68th and 506 sending three A/C each. The 67th dispatched four, two with the 44th while Lt. Brownlowe led the low left squadron of the 491st and Lt. Lavitt led the high right squadron of the 392nd. All of the 44th planes were in the lead of the 14th Combat Wing and attacked Munster M/Y. Bombing was accomplished on Gee-H through 10/10th undercast with unobserved results.

Moderate and accurate flak was encountered at the target; fighter support was excellent. All aircraft returned safely to base, and only one having slight battle damage.

1st Lt. Rommelfanger, 67th Squadron Navigator, promoted to Capt.

6. The Primary today was the Bielefeld Viaduct with the secondary being the Bielefeld M/Y. Again, the 44th sent out only 11 aircraft (three 67th's) and bombed the Secondary, and one A/C bombing a Target of Opportunity. 67th's Captain Bartlett flew Group deputy lead while 506th's Capt. Gossett was Group lead. Thirty seconds before bombs away, it was decided to bomb visually. Corrections were made but the bombs dropped to the right of the MPI because the aircraft were in group formation for PFF bombing and course was in error. Enemy aircraft were not seen, fighter support was good. The 67th experienced some moderate, accurate flak along the course and their aircraft suffered slight battle damage. All returned to base. The reason that the 44th dispatched so few aircraft is that they were ordered to fly high right squadron on the 392nd BG. Our lead aircraft saw that the target was visual, and killed rate with the bombsight, but could not correct for course.

7. There was a mission briefed to Bielefeld M/Y but it was scrubbed before take-off. Bad weather also grounded all practice flights.

1st Lt. Pendleton, Reese, Snyder and Sorenson; T/Sgt. Hinely; S/Sgts. Breedlove, Suponsic and Van Son - all MIA on the Ploesti raid, later to escape from Rumania and return to the UK. were relieved and assigned to the States.

8. Stand-down. Inclement weather forced all our aircraft to be grounded, so crews attended lectures and classes. }

9. Continued bad weather forced another stand-down for today. Lt. Evens and crew relieved and assigned to 491st BG.

10. After three days of enforced rest, six aircraft of the 67th along with 17 others of the 44th, led the 14th Wing and the Division on a Gee-H mission to the Bingen M/Y. Capt. McDonnell (66) led the Group in A/C #503, taking off at 0730 hours and all reached the target. Our formation started on their bomb run and picked up tracking and release signals at the I.P. at approximately three miles from the target. The Gee equipment faded in both the lead and deputy lead aircraft, and the release signal finally disappeared completely. Having already been committed to the run, the lead aircraft passed over the target and at this point decided to make a 360 degree turn and bomb on the smoke markers of the succeeding Wings. But when the turn was about 2/3rds complete, it became obvious that the smoke markers had drifted too far from the target to do any accurate bombing. Weather scouts were called to assist in locating a Target of Opportunity but none could be found in the area. The decision was then made to return to base with bombs. Two A/C released their bombs accidentally just after the IP because of armament malfunctioning. The fighter support was excellent; one ship reported slight flak damage, but all returned to base safely.

1st Lt. Overstreet and crew attached for rations, quarters and administration. 2nd Lts. Bethel, Maynard, Miller, Hester and Morlock promoted to 1st Lt.

67th's Lt. Kleiderer and crew participated on this mission and Tail Gunner Chaffin adds: "Bingen, Germany is where the Group got E/A several days ago (2nd). We carried 44 x 100 lb demos and 2 x 200 lb incendiaries. This was our first mission failure. We started with U, but while taxiing #4 engine ran away, so we changed to L and continued. When we got over the target our radio bomb release wouldn't work, so the Group brought their bombs back. Then we had to feather one engine and were about to lose another coming back so we dropped our bombs in the Channel. Our engineer (T/S Ober?) worked in the bomb bay and succeeded in starting the engines again. He kept his gloves off too long and frost-bit a finger. Everything seems to have gone wrong today!"

11. Today the 2nd Air Division was divided into two forces and the 44th dispatched 45 aircraft (11 were 67th) to represent the 14th Combat Wing in the force which bombed the railroad bridge at Karlsruhe. 67th's Lt. Brownlowe led the 67th and 506th's C.O. Major Middleton flew as Command Pilot. Two A/C aborted - 67th's Lt. Reynolds was forced to turn back due to a gas leak in #2 tank; and 506th's 1st Lt. Hal C. Tyree. So 43 A/C attacked on Gee-H with unobserved results. Flak was meager and inaccurate; fighter support was good. Two aircraft landed on the continent because of mechanical failure, but returned later.

Lt. Al Jones adds: "Our ship #823 C+, a PFF and Gee-H ship. We flew deputy lead of 2nd section and it is a max-max. Indorf flew as the PFF man. MPI is a large railroad bridge. Took off about 0705, target run was Gee-H. My bombs went R.B.R., everything OK. Very bad weather on return; landed at 1630 hours."

Sgt. Chaffin adds: We flew P, a new silver ship, and carried a

bomb load of 3 x 2000 lb GPs. There was a very high overcast up to about 25,000 feet over the target so bombing results were not visible. We bombed from 23,000 feet, temperature -36° Cent. The opinion is that we hit the target."

506th's reports add: This date will forever be remembered by 1st Lt. Jack C. Thorne and crew members. On returning from the mission to Karlsruhe, Lt. Thorne's A/C was drawn into a cumulo-nimbus cloud at an altitude of 9,000 feet. Upon entering the cloud the aircraft went into a steep bank to the right, losing altitude. All the gyro instruments except the needle and ball tumbled. By bracing his feet against the rudder pedals and with the assistance of the co-pilot, Lt. Thorne was able to regain level flight - at an altitude of 500 feet!

12. Once again the Division was divided into two forces and the 44th represented the 14th Combat Wing in the second force in a mission to Aschaffenburg M/Y. 67th's Capt. Bartlett led the low left squadron (Major Cameron participated, ~~probably~~ Command Pilot) with eight other 67th ships in this section. Lt. Bethel was abortive due to mechanical malfunction. 68th Dobbs was Group lead with a total of 29 aircraft. For the first time in many a moon the target was visual. The lead squadron had a gross error because of a premature release due to a rack malfunction. The low left squadron had a gross error due to personnel error in failure to identify the target at the proper time because of the cloud cover. The squadron was therefore maneuvered into bombing formation with the lead squadron and dropped with them. However, the success of the mission was salvaged in part when the high right squadron bombed the Primary with excellent results. Flak was nil at the target and support from our fighters was good. There were no losses.

Congratulations are in order for Major Cameron, 67th's Squadron Commander, who received notice today of his promotion to Lt. Col. Col. Cameron gave a beer party for members of the Squadron which was thoroughly enjoyed by all.

Bombardier Lt. Ray Parshall adds that on this mission his plane had the 506th squadron lead, bomb loading was 44 x 100 GPs and 2 M-17s. He was flying as part of Lt. Hill's crew. Capt. Kimball completed his tour of operations today.

13. No operations for today. The mission that was scheduled for Rheine M/Y was cancelled so several practice flights were flown in the afternoon. Very cold weather and the accompanying freezing fog was not conducive for operations.

14. Today was a stand-down. Crews attended a POW lecture in the main briefing room, and routine ground training was scheduled. One 67th crew returned from Rest Home.

15. The operational mission scheduled today for Kassel was scrubbed. Instead, the Group scheduled a practice mission in which the 67th participated.

Orders were received today transferring Colonel Cameron to the Group Headquarters Staff where he assumes the responsibilities as Group Deputy Commander. The 67th Squadron is proud to see Col. Cameron advance into this position, but deeply regrets to see him leave the 67th again. With the Colonel goes the Squadron's best wishes for future success. Assuming the Squadron Command is Major Wayne H. Middleton, a veteran pilot and former Commanding

Officer of the 506th Squadron. The Squadron welcomes Major Middleton and pledges to him their fullest support.

16. The so-called Battle of the Bulge is not going well and this foul weather is definitely hampering operations. But today the 44th dispatched a small number of aircraft, 14, with four of them being 67th's. These aircraft were briefed to attack Heilbronn, but were recalled due to adverse weather conditions. No sortie credit was given.

17. There was a stand-down today - again adverse weather...

18. Lt. Brownlowe led the Group, Wing and Division today with Capt. Benadom flying with him as Command Pilot. The Group dispatched 35 aircraft, (9 67th), to bomb the road and rail junction at Kyllburg, but they were recalled just eight minutes before the I.P. because of the weather. All ships returned to base and no credit was given.

2nd Lts. Abrams, Blair and Bonneau promoted to 1st Lt. 66th's 1st Lt. H.C. Henry was promoted to Captaincy.

19. Weather continues bad. The operational mission for today was briefed to Hilleshein M/Y but was scrubbed just prior to take-off.

Captain Bartlett and crew, having completed operational tour, were assigned to CP 70th RD for return to the States.

The following promotions were effective the 15th: S/Sgt. to T/Sgt: Frank A. Brzezinski, O'Connell, Ober and Street; Sgts. to S/Sgt: Casey, Counts, Martin, James E. Caillier, William F. Chaffin, Kelly, and Stanley B. Sivori; Cpls. to Sgt: Robert H. Eddings and Raymond; Pvt. to Pfc: Bethel

20. Mission for today was cancelled. Heavy frozen fog all day. Lt. Chaille and crew assigned and joined the 67th from 70th RD. Crews participated in ground training and lectures.

21. Situation remains quiet - nothing but adverse weather.

22. Weather conditions continue to keep the planes grounded. A mission was briefed to a road choke point at Ahrweiler, but was later scrubbed since there was no let-up in the weather. There was a 21 mile restriction applied, so nothing beyond Norwich. Lt. Louik and crew assigned to the 67th from 70th RD.

23. After ten days of being grounded while the surprising Battle of the Bulge was taking place and unable to do anything to assist the 44th dispatched relatively few aircraft, 15, four each from the other three Squadrons and 3 67th. Even this low number was further reduced when five of the 44th flew with other Groups. Only Capt. Henry in A/C #594 was identified and he flew deputy lead for the 392nd, but another ship went with the 392nd; two more provided leads for the 491st, and one joined and bombed with the 453rd BGs. Due to a bombsight malfunction, the 9 aircraft forming the 44th's squadron and flying high right on the 392nd, bombed the target, a road choke point at Ahrweiler, on Gee-H. All other aircraft bombed visually and excellent results were achieved. 67th's Lt. Brownlowe led the 491st BG. Enemy opposition was nil in the target area and fighter support was good. There were no losses.

Capt. Henry's Bombardier, Lt. Jones adds: "Same data and mission as for yesterday - a troop support mission. We took off in E+ 594 to go to the 392nd at 0915. Seven minutes from the I.P. we get

flak!! The I.P. was supposed to have been in our possession. We were shot at for 25 minutes. I made a Gee-H visual run with Lee (Navigator). One of the bombs hung up - the lower station in the front. The other two bombs (500 lb GPs) dropped on top of it but luck was with us and we didn't lose any hydraulic lines. Right after bombs away I took a walk-around bottle (Oxygen) and went back to see if I could pry the bomb loose. After 5 minutes on the cat-walk at 20,000 feet with the bomb bay doors open - and no chute on, I got the bomb out. We had to make an instrument let-down through the overcast. Three holes in the plane, no one hurt." S/Sgt. Allen added: "The ground was completely covered with snow. Looked so beautiful, so peaceful - but looks are often deceiving. Perfect bombing. Hope we helped the ground troops - they needed it."

24. Today was a great day in the history of this Group. It's the day before Christmas and our ground troops must have immediate air support to halt the surprise drive of the enemy. The greatest number of aircraft in the history of the Group to take off on one mission got off today. Sixty-one (61 were airborne, 16 were 67th) and 59 of those dispatched hit railroad bridges and tunnels at Ruwer, Dfalzel, Wittlich and Eller. The Group furnished three squadrons flying high right on the 491st BG, and four additional Gee-H aircraft as leaders for other Groups. 66th's Capt. McDonnell led the 392nd B Group and bombed target #2 - Pfalzel; bombing was excellent. Four 44th A/C bombed with him. 66th's Capt. Williams in 594 led the 491st D Group on target #3, Wittlich, with fair results. 12 44th A/C bombed the same target. 67th's Lt. Brownlowe flew deputy lead for the 392nd; Capt. Orthman led the high right squadron in the 491st formation. 67th's Lt. Pellow led the high right squadron of the 392nd. Lt. Spencer was forced to return early due to engine failure, being one of the two aircraft that did not bomb. All other attacked their assigned targets and results were generally excellent, although the 44th lead squadron's results were fair to good. The other A/C not attacking was the Division leader, flying with the 392nd. Fighter support was very good. Damages by flak to our ships was generally light - and no losses.

Lt. Ray Parshall added that his ship dropped 6 x 1000 lb demos on road and railroads near Bollendorf. S/Sgt. Chaffin adds: "There were about 2,000 aircraft - bombers - in the sky, escorted by nearly 900 fighters. We carried a bomb load of 42 x 100 lb GPs and bombed the yards at Wittlich. The day was very clear and the target could easily be seen, and was bombed visually. We really did hit the target today. We passed several targets other Groups had hit and they were covered with smoke. Flak was moderate and accurate. Nevertheless, there was no losses. We flew K, a ship with the field's record of 67, now 68, missions without an abortion. (Crew Chief, T/Sgt. Frank Chowanski)

Lt. Struthers, also 67th, flew A/C I #193 and ran short of fuel over Belgium and had to land at Danean, France. Lt. Struthers adds: After take-off we knew we did not have enough gasoline to complete the mission. (Later) I radioed the lead plane and was told to use my own discretion. We decided to continue the mission; and after dropping our bombs, used this excuse to go to Paris to refuel and spend the night there. During the mission we had P-51s, P-47s and P-38s escorting. The glass tubes in our B-24

which shows fuel levels were always drained while over enemy territory. So, after leaving the target Sgt. Harry McDonald, our engineer checked the levels and reported we were almost out of fuel....We were letting down slowly with power pulled back when at a few thousand feet we spotted an air strip ahead and below. I flew to the right of it, made: 180 left and came into the single strip runway, heading east. I misjudged and we came in too high to get down, so I made a 360 to the left. I did not think we would make it around because our fuel was so low, and I kept watching the plowed fields below, thinking we might have to belly in. We did make it, though, #2 engine cutting out in the turn, another on the final and a third while landing. At the end of our roll-out only #4 engine was still running. Lloyd had feathered one prop.....McDonald fueled our plane with 700 to 800 gallons.....Some other soldiers asked to ride back to England with us, including a crew from the 466th, and our radio operator said there was a B-17 crew as well. I told them all what part of the plane to get in, first loading the rear until the B-24 rocked back onto its tail skid, then loaded in the nose until it rocked back onto the nose wheel, so as to balance the plane. We took off heading west at sunset. I could only see part way down the runway because of the haze and the sun on the horizon.. Because of the light gas load we got off quickly and flew back to our base. When we got back our passengers got out and disappeared into the dark."

25. Christmas. There was an early mission briefed to Bebra M/Y but it was scrubbed before take-off.

For many men at Shipdham this was the 3rd Christmas spent there. But for the first time, the Group was briefed for a mission on Christmas. But after the cancellation, the men relaxed for the day, many attending church services and then the traditional Christmas dinner. Some were invited out for dinner by their English neighbors and friends. All were hoping, and many praying, that Christmas 1945 would find them at home with their families and loved ones.

26. There was a stand-down.

27. Operations were resumed when 6 A/C of the 67th, 23 in total of the 44th, took off with 66th's Capt. McDonnell leading our Group. The first squadron was made up of 10 ships from the 66th. 67th's Captain Holmer led the high right squadron of the 44th with six planes from the 67th. Lt. Lavitt, 67th, led the 491st BG and their bombing results were excellent. Haze in the target area made it difficult to pick up the assigned target. The lead squadron remained on course until the last few minutes of the bomb run. However, a last-minute correction which was needed, was made and was sufficient to get the squadron on correct leading, but there was not enough time left for the Bombardier to synchronize properly. Neither the first or second squadron's bombing results were good. Bomb load was 52 x 100 lb frags. Flak was moderate and fairly accurate; fighter support was fair. No battle damage was reported except for 10 category "A" damages that were quite light. The third squadron's bombing results were excellent, and two ships bombed Kaiserlautern M/Y.

Lt. Appelin adds: "Saw a pitiful sight. #4 ship in the Group dead ahead of us (446thBG) blew up just outside of Strassburg, taking its two wing ships, too." One of these two managed to

make it nearly back to England, ditching off the Kent coast.

28. A road and rail junction at Kaiserlautern, Germany was the target today for nine of the 67th aircraft, plus an additional 27 44th planes. Lt. Brownlowe flew Group deputy lead, while another 67th pilot, Lt. Lavitt led the 392nd BG with bombing results for them being considered excellent. Results for the 44th was classed as excellent, also. Meager to moderate and fairly accurate flak was encountered at the target and fighter support was good. It was clear at the target, with only the second squadron not hitting the MPI. 506th's Captain Clements led the 44th's formation and was credited for excellent results. This was a bad day for the 68th squadron losing one aircraft (MIA), another was forced to land on the continent, and another, being forced to return early due to some sort of malfunction, crashed and all the crew were killed in the crash in which a bomb went off. The 68th A/C #44-10582 D, a Gee-H aircraft, was in the lead of the 491st BG when it received a direct hit in the bomb bay, just prior to bombs away, and fire immediately broke out. The aircraft struggled forward, dropped its bombs, and then fell below the formation. Capt. Konstand, pilot, seemed to gain control for approximately a minute and a half, and then the ship broke in two at the waist. Both sections of the aircraft were seen to crash into the ground and five chutes were observed. Seven KIA, two reported POW and three others survived. The second 68th A/C was forced down on the continent, but was able to return to the base later. The navigator had been wounded so they landed at Brussels, Belgium to get him to a hospital as quickly as possible. The 3rd 68th ship had encountered engine trouble just prior to reaching the enemy coast and returned to the field with his #2 engine feathered and one or more bombs aboard. He missed his approach and began a right turn, lost another engine, hit a tree, crashed and blew up. Lt. Al Jones recalls: "At lunch Lee and I were raised right out of our seats by a terrific explosion. Capt. Berthong drove us out to the field and we made our way to dispersal #21 where "Henry" is parked. A few fields from there is where a ship from the 68th hit with a full load of bombs. There wasn't enough to pick up - all aboard were lost." A/C 42-95260 P Bledsoe's. S/Sgt. W.S. Chaffin adds: We flew "Sultry Sue U, our bomb load was six x 1000 lb GPs and we bombed from 21,500 feet. Flak was moderate but very accurate. We (Lt. Kleiderer's crew) received a hit in the head of number 2 engine which busted the head and caused a bad oil leak; the engine had to be replaced. A spent casing hit the nose turret of our ship and knocked a hole in the plexiglass. Otherwise, we had no damage. We bombed Gee-H and hit the target right in the center. We are expecting to be Gee-H lead crew in a little while (10th mission) We already have a new bombardier, Lt. Blair."

68th A/C #42-95260 P piloted by 2nd Lt. J.W. Bledsoe - ~~AD~~ 10 dead.

29. 67th's Lt. Lavitt led the Group to attack communications at Stadtkyle, Germany. Nine of the 67th's planes, along with 24 others of the 44th aircraft bombed the target, but with poor results. Three of the 44th ships did not bomb due to malfunctions. 66th's Captain McDonnell in #823 led the 491st BG and attacked a railroad bridge at Remagen, Gee-H, results not available. The reason for the failure on the 44th's bombing was a poor choice of

bomb run and a definite lack of A-2 information and illustration. The only information provided was map coverage and grid coordination. Meager and accurate flak was encountered from the battle line to the target and back to the battle line. Fighter support was very good, and there were no losses. Many of our aircraft sustained slight battle damage, however.

Lt. Appelin added: "Bomb load was 52 x 100 lb frags. Weather much better but no hit. We did scatter some Jerries in the area, however."

30. A rail and road junction in the Ahrweiler area, at Altenahr, was hit today by eight planes of the 67th. The 44th dispatched 34 all together, including these. All but one aircraft attacked on Gee-H through 10/10th undercast with unobserved results. However, H2X navigators, in preliminary reports, stated that this formation had bombed Stadtkyll. Interpretation of scope photos proved this to be true. The reason for this mishap is unknown since Gee-H information was set into equipment properly and equipment checked properly on the ground after the completion of the mission. Fighter support was good, and enemy resistance was nil. The Group sustained neither loss or damage.

Capt. Holmer flew deputy lead, Capt. Henry was 3rd squadron lead, and Henry's bombardier adds: "Ship 907 B+, load of 6 x 1000 lb GPs. Dropped on the lead plane. Interphone went out on the bomb run, couldn't get racks in select position, either. Lee let me know when the bombs went away. I sent an impulse through my sight releasing the squadron's bombs. Pete (Henry) finally let our bombs go by using the emergency salvo lever. I broke the salvo lever trying to let the bombs go."

S/Sgt. Chaffin adds: "Flew in S (763?) This was our first milk run as we did not see a single burst of flak."

31. The old year finished out with a bombing mission against a railroad bridge, Neuwied, Germany. The 67th put up nine aircraft in the Group formation of 35 planes, to lead the 14th "A" Wing. 506th's Capt. Clements led the Group formation; 66th's Capt. Henry led the 491st BG. The 44th leader bombed what he assumed to be the Primary target, but because of an equipment failure, the target that was bombed was a railroad junction at Dorsel. Bombing was accomplished through 10/10th undercast and results were unobserved. Four of the Groups aircraft, one of them 67th's, did not attack for various reasons. Lt. Pellow, 67th, led the low left squadron in the Group formation, but was forced to return early when the engineer was taken ill. Lt. Brownlowe (67th) led the 392nd BG. Three 67th aircraft sustained slight battle damage from the flak in the target area or from the moderate flak that was encountered on the route out. Fighter support was excellent. A 66th A/C #794 was hit by flak and #1 engine caught on fire and #3 engine ran away. The pilot, Lt. Ketchum, landed in Belgium and the crew has since returned, leaving the damaged aircraft.

Capt. Henry's aircraft 594 E+ was lead for the 491st BG. Lt. Al Jones adds: "Both the Command Pilot and P.N. from the 491st are with us. Load of 6 x 1000 lb GPs, target: a bridge across the Rhine. Took off 20 minutes late. Gee-H run screwed up. We were following the 44th BG, Germans jammed the Gee-H and the 44th dropped early. By that time they had us in such a position that we could not continue. Command Pilot had me drop on the smoke

flares of the 44th. On the way back we buzzed the 491st runway good, and then landed at Shipdham. Had a meeting after the mission to find out that all Groups could not use Gee-H any more!" 67th's Lt. Edgar J. Spencer flew T on this mission, having started his tour back in August 44. And this one wrapped up his operational tour. T/Sgt. Peter Moskovitis, engineer said, "Finished up on December 31st. That was New Years Eve and we really did it up right!"



CHRISTMAS! Another year, another card. But this time it was our own Squadron card. Almost nothing in the way of Christmas cards could be purchased in Norwich.

GENERAL

This month the Group participated in 14 missions. There were 10 missions that could be called snafus - rather large number - and one recalled. All in all there were 25 briefings which is not bad for a winter month - if only they had all jelled out.

All of the fur-lined leather jackets were taken away from the boys that were not specifically authorized them - namely the O.D. boys, of course. This is a hell of a time to be taking jackets away from us. But they go to the Battle of the Bulge boys who really do need them. Also, accompanying the jackets go fur-lined boots and every spare blanket that can be found.

And it was not all equipment that was gathered and shipped off to our army in the battle of the bulge area - personnel, as well were sent. A call for any possible "extra" people was made, so all sections, squadrons, etc. were forced to review their manning and sliced even thinner the crews on the line, KP, and anyone who could carry a gun. There were no records kept as to the number of men we lost this way, but it seems as though there were quite a few.



A SPECIAL MESSAGE FOR HITLER

The men's names have escaped me, unfortunately, but their message is quite the same that many put on the bombs we dropped, special delivery! As you can guess, the words were not flattering.

1. The New Year started out right with a mission to the Koblenz/Lutzel railroad bridge at Koblenz. The 44th dispatched 31 A/C, of which nine were 67th's. Two more sent to lead the other two Groups in the Wing, one being Lt. Proper in #823 who led the 392nd BG and bombed the Railroad Bridge at Engers by Gee-H. The 44th attacked the target with excellent results for the lead squadron (led by 68th ship), and good results for the high right squadron; while the low squadron dropped four miles short of the target. The reason for the latter was an accidental release because of battle damage to the bomb racks. Lt. Lavitt was scheduled to lead the 491st BG but was forced to turn back due to loss of #2 engine. 67th's Lt. Pellow led the low left squadron in the Group formation. Both 67th pilots Lt. Crandell and Lt. Bledsoe were abortive due to gas leaks. The target was bombed visually with results fair to good. Moderate, fairly accurate flak was encountered at target, and five minutes before target along the Rhine river. Eight Group planes sustained varied degrees of battle damage.

Lt. Ray Parshall, in Lt. Hill's A/C was deputy Group lead, dropping 3 x 2000 lb GPs. Lt. Struther's A/C #193 I really sweated this one out. "Hydraulic line in tail turret broke over the Channel and the fluid covered entire outside of turret. Sgt. Allen couldn't see anything. We had bandits in the area, too. Luckily Sgt. Allen had some extra fluid, so filled the system up after leaving target area so things would operate. Got all three bridges over Moselle river."

2. 67th's Captain Holmer led the low left squadron in the Group formation of 35 aircraft (8 67th) to attack the same target at Koblenz as yesterday, the Koblenz/Lutzel railroad bridge. Results of bombing was unobserved for lead and high squadrons and the low squadron believed to be short. 66th's Lt. Daily in A/C #293 aborted, and after his turnback was attacked by five black Me 109s in formation. The lead E/A in this formation was hit and was seen to smoke slightly. Lt. Proper (66th) led the 392nd and attacked Neuwied railroad bridge. Flak at the target was nil and fighter support was good. The Group incurred no losses and sustained no damage.

Lt. Hurst's Navigator Lt. Appelin adds: "Bomb load was 12 x 500 lb GPs. Everybody must have been a bit messed up. All came in like the R.A.F. - no particular aim in mind. Ray set the bomb train for 150 foot interval, scattering bombs all over the town." 1st Lts. Brownlowe and Fiester promoted to Captain.

3. Today's mission is the eighth consecutive mission for the Group. Major Middleton flew as Command Pilot with 506th's 1st. Lt. Firman S. Mack to lead the 44th's 22 A/C and the Wing to Landau, a tactical target of ordnance supplies. The 67th had six aircraft represented, all of them bombing on Gee-H through 10/10th undercast with unobserved results. 67th's Capt. Orthman flew as Group deputy lead. No flak or enemy aircraft were encountered; fighter support was excellent. One additional 44th ship was dispatched to lead the 392nd BG. No losses, no damage. The following promotions effective as of the 1st: S/Sgt. to T/Sgt: Rolfe, Panico, Geeney, Forrest, Oura, Noble, Pesvantis, Ogilvie, Johnson, Hulbert, Reynolds, Benes, Walrath and Wysocki.

4. There was a stand-down today. Ten crews participated in practice flights including camera runs, Gee-H practice and formations. Three crews took part in night flying.

5. The target for today was briefed to Oberstein and 22 aircraft were dispatched, Capt. Henry, 66th, leading the 44th formation with Capt. Benedom as Command Pilot. Two 67th ships returned early - Lt. Pellow was scheduled to lead the high right squadron but was forced to turn back due to mechanical failure; Lt. Steele was abortive as he could not find the formation at assembly. The 67th then had only four ships remaining with which to attack. Also, out of the original 22 A/C dispatched, one bombed with the 392nd, flying in the lead position; one with the 448th, one with the 453rd; and one with the 466th BGs. One was scheduled to lead the 491st, in lead of the Wing, but returned because that Group did not take off! So 11 of the ships in the 44th formation attacked Neunkirchen M/Y, Secondary target, visually, and achieved fair results. Flak was moderate; fighter protection was excellent. The Group incurred no losses, but six A/C sustained slight battle damage. Capt. Henry in C+ 823 with Lt. Al Jones adds: Weather 10/10th. Only 10 of our ships manage to find us. Lee had us on course as we left England, but the Command Pilot decided to follow what he thought was the 392nd - it turned out to be the 93rd. By that time we were 30 miles south of course, and were 20 minutes late by the time we got back on course. As we neared the target area the CP called for a visual run. It was 10/10th up to within 5 miles of the target. Lee (Navigator) and I asked for a Gee-H run but the CP said "No". Our compasses went out so it was impossible for us to find the target. I finally bombed Neunkirchen M/Y. I had to make a manual run, bombing was only fair. However, Lt. Hurst's navigator called the results "excellent".

6. A mission was briefed to Aschaffenburg M/Y and was then scrubbed. Three crews practiced camera bombing and one crew made a local test hop. Other crews attended lectures and took part in ground training.

7. The 44th dispatched 35 aircraft, 33 with the Group's formation and one each to the 392nd and 491st. Capt. Clements, 506, led the 491st BG, Gee-H results unobserved; Lt. Proper, 66th, led the 392nd and bombed the same target as the 44th - Landau, a rail and road junction. The 44th ships made up the "C" Group of the 14th Combat Wing, leading the Wing in the Division column. However, five ships did not attack, four for mechanical reasons and one because of weather and losing the formation. 67th's Lt. Lavitt flew Group lead, attacking the target on Gee-H through 10/10th cloud cover, with unobserved results. Enemy resistance was nil; fighter support was very good. No losses, no damage.

8. Captain Overstreet, 67th, led the 491st BG and bombed Dsburg, Germany. The 44th dispatched 22 aircraft with Lt. Firman B. Mack, 506, leading both our Group and the 14th Wing to a railroad junction at Burg Reuland. One 66th ship aborted and the remaining ships bombed the target on Gee-H, through 10/10th undercast with unobserved results. Enemy resistance was nil and fighter support was good. Although the Gee-H fixing indicated good results, it was not verified. On the return an aircraft of the 466th BG attempted an emergency landing at this Station and crashed. There were no fatalities, but some crew members were injured.

2nd Lts. Schein, Bledsoe and Longnecher promoted to 1st Lt.

9. There was an early briefing for a road junction at Weweler, but, was later cancelled.

Capt. Benadom and Lt. Collins flew formation and slow time.

10. The 44th Group itself was non-operational today but three aircraft were dispatched. Two flew as lead and deputy lead of the 392nd, and one to lead the 491st to attack Dasburg, Germany. 67th's Capt. Overstreet was the one who led the 491st, bombing on Gee-H method. Also Lt. Lavitt, 67th, led the 392nd to bomb the same target and by the same method, with a plane and crew from the 68th flying deputy lead. Naturally, results were unobserved. Flak was meager and inaccurate; fighter support was poor. Equipment malfunctioned ten minutes before the IP, so the CP decided to bomb on the smoke markers of the 458th, hitting Schonburg.

11. There was no mission today, nor was there any local flying. 2nd Lts. Kliederer and Collins promoted to 1st Lt., and 1st Lt. Lavitt was promoted to Captain. Weather - rain and snow.

12. Situation remains quiet. Lt. Pellow flew cross-country and Lt. Spagnola flew a practice flight with crew chief Sgt. Chowanski's ship K. Roads and living quarters covered with ice and snow.

13. The 44th dispatched a total of 23 aircraft to the Kaiserslautern M/Y, with one A/C leading the 392nd BG, and 67th's Capt. Overstreet leading the 491st, 44th's lead was made by Lt. Hill, carrying 12 x 500 Demos, with two squadrons making up the formation. One squadron flew high right on the 392nd and the other flew high right on the 491st. All aircraft bombed the target on Gee-H with unobserved results. Flak was meager and inaccurate; fighter support was excellent. Lt. Kuklewicz was forced to turn back due to mechanical failure. All A/C returned safely.

14. The 44th dispatched 32 aircraft to lead the 14th C.B. Wing to the oil refinery at Hemmingstedt, the target being assigned only to this Wing. 66th's Lt. Smith in A/C #904 was the Group leader with Col. Snavelly as Command Pilot, and 1st Lt. R.H. Habedank, 506th, led the low squadron; 67th's Lt. Pellow led the high right squadron... This target is located on the west side of the Danish peninsula in Germany. Nine aircraft of the 67th were scheduled but Lt. Harris was not able to take off. The target was attacked visually with generally excellent results. This was by far the best bombing in quite some time. For this outstanding accomplishment, both Lt. Pellow and Lt. Habedank and crews received lead crew citations. Enemy resistance was nil in the target area and fighter support was very good. All aircraft returned with very little battle damage.

~~S/Sgt. Allen adds: "Took off in Nelson's J (318) with 12 x 500 GPs and bombed at altitude of 21,600 feet. Bombing visual and excellent! No flak. Very good view of Helgoland and Danish peninsula. Saw smoke from target 130 miles away. Actually enjoyed this one!! Six hours 15 minute flight."~~

15. A mission was briefed to the aircraft component parts factory at Bounheim, but it was scrubbed just prior to take-off. So 11 67th aircraft participated in practice flights including camera bombing, Mickey and Gee-H check and formations.

16. The ordered Primary was a deep penetration to the synthetic oil plant at Ruhland, and the 44th dispatched 33 aircraft (7 of them 67th) to lead the 2nd Division. *Capt. Testa, 66th, was the Group lead with Colonel Snavelly as Command Pilot. Shortly after crossing the German border Capt. Testa had to turn the lead over to the deputy because of malfunction of the H2X equipment. Upon reaching the Primary it was evident that bombing could not be accomplished because of a smoke screen and low clouds. Making a turn and passing through moderate, accurate flak, the formation set a course for the Secondary, Dresden M/Y. The 44th's remaining 27 aircraft attacked this target with poor results. The lead aircraft bombed over the MPI because of a rack malfunction; the low left squadron bombed short of the MPI because the bombardier's panel was frosted and the target was picked up too late to effect visual synchronization. The high right squadron bombed over and to the right of the MPI because they were forced off the bomb run by a squadron of another Group. Enemy resistance at the Secondary was nil and the fighter support was very good. Captain Testa's plane, which had lost two of its engines, was lost, bombs were salvoed in Bernberg. All of the crew parachuted while the aircraft crashed and burned. Col. Snavelly, who was CP, landed near Saarburg. No word was received from this crew for two days but they returned on the 19th. Sixteen other crews landed in France and three of these were abandoned and left for repairs or salvage. One aircraft was abandoned over England when it was out of fuel and no field could be found in the thick overcast. This was a 68th A/C and is thought to be #42-100295 V.

Capt. Henry, 66th, in 907 B+ led the 2nd squadron. Al Jones adds: "Plan "A", target Ruhland, an oil refinery, Plan "B", target Berlin - the gas works. We are to be scrubbed if it is Plan "B". Plan "A" goes into effect and we take off at 0730 hours, load of 8 x 500 lb Navy bombs. We pass over Wilhelms-haven, Hannover, Magdeburg, Hamburg, Bernberg and near Berlin. Turned southeast from Berlin and made for Ruhland. Couldn't find the target in time because of trouble "uncovering". Got lots of flak at target. We then made for Dresden where another Group dropped bombs ahead of us enroute and we were in a turn when our bombs went away. Don't know how we hit the target. Slight flak at the target but the Group lead was hit and started to lose altitude and smoke. We then passed over Czechoslovakia, and came out south of Strusbaugh. We were forced into Paris after 8½ hours of flying. Field was Orley and about 50 B-24s landed there. 67th's Lt. Struthers was one of the 50 B-24s that landed at Orley and Sgt/ Allen adds: "Came in over the Zuider Zee and returned down over Metz. Went directly to Orley because U.K. was socked in. Stayed over-night; others went in to Paris while Lt. Struthers and I stood guard. Conroy finished on this one with 36."

17. Three 67th aircraft, 11 in total of 44th's, formed the high right squadron of the 14th Combat Wing to attack an oil refinery at Harburg, Germany. One of the 44th's A/C led the 491st as well as the Wing. Visibility was good and bombing was accomplished visually, with excellent results. Barrage and tracking type flak at the target was intense and accurate. Fighter support was good and no aircraft was lost although seven were slightly damaged, one being a 67th craft.

* - Captain Testa's aircraft was #42-110095 G.

18. No operational missions actually occurred, but one to Heilbronn M/Y was first scheduled and then was cancelled. So many aircraft practiced formation and camera runs.

19. Bad weather continues to hamper operations. The Group scheduled a practice mission and ground training and lectures were scheduled for all crews not flying.

20. There was an early morning briefing but the mission was cancelled prior to take off. Aschaffenburg M/Y was the target. Local flying was as follows for the 67th: Lt. Kleiderer, G-H practice mission making five G-H runs; Capt. Brownlowe, Mickey and G-H check flight, making 2 PFF runs and 3 G-H runs.

21. The 44th dispatched only eleven aircraft in a limited operation, 3 A/C from the 67th, to form one squadron flying the high right position in the 14th Combat Wing "B" group, on a mission to the Heilbronn M/Y. On the bomb run, the H2X equipment in the lead aircraft went out and the deputy lead aircraft assumed the lead and bombed the Pforzheim M/Y, visually, with excellent result. The formation encountered neither flak nor enemy fighters and fighter support was excellent. Several aircraft left the formation to land in France to refuel. Also, one 68th aircraft, #42-50725 M, and crew are MIA, but the crew returned on the 29th. Their #4 engine had run away and the pilot could not feather it. They ran very low on fuel, with #1 and #2 engines running dry. The electrical system was out, and the aircraft started icing up, so the pilot ordered his crew to bail out. One of the gunners was injured and is hospitalized on the continent.

It was 67th's Captain Holmer who flew as deputy lead until the lead aircraft was forced to drop out, at which time Capt. Holmer assumed the lead and bombed from that position.

In addition to the operational mission, the 67th had ten other planes participate in local flying.

Lt. Kyle and crew assigned and joined the 67th from the 70th RD.

22. No mission this date. 11 of the 67th A/C took part in local flying including: Lt. Harris, Lt. Chaille, Lts. Bledsoe, Collins, Louik, Maynard, Pellow, Kleiderer and Lt. Reynolds.

F/O Kostakos appointed 2nd Lt.

23. No operational mission again today. Bad weather cancelled all local flying.

24. A mission was scheduled and cancelled. Again, no local flying scheduled.

Lt. Hildebrand and crew assigned from the 70th RD - to the 67th. F/O Carpenter appointed 2nd Lt.

25. Yet another mission first scheduled and cancelled due to the adverse weather.

26. Inclement weather continues to keep the planes grounded. Sgt. Leitzel; Cpls. Peterson and Wind; Pfc. Underwood, Wood, Arias, Owensby, Owen, Ober; Pvts. Coody, Wall and Snow - all transferred in grade to 12th RCD.

27. A mission was briefed to the ship building yards at Kiel, but once again it was scrubbed before take-off. No local flying.

28. Operations resumed today after one week of enforced stand-down. Seven aircraft of the 67th, along with 21 others of the

44th BG, attacked a Coking Plant at Dortmund, Germany. Captain Holmer led the high right squadron composed entirely of 67th aircraft (7). Lt. Crandell failed to find the formation so flew with the low left squadron of the 453rd BG. An intense haze covered the target and all aircraft attacked but bombs hit over the MPI because our lead bombardier was wounded on the bomb run, and sighting had to be completed on Gee-H. Flak was accurate and intense at the target and fighter support was excellent. One aircraft crash-landed on the continent (#542 which could be 44-10542) flown by the 506th Squadron. It had #3 supercharger out and #2 engine ran away. #1 engine started to go out and no field could be found. The pilot, Lt. Perrault, lowered his landing gear and crash-landed 20 miles from Brussels.* The entire crew got out safely and returned to England by ferrying another B-24 back. A/C #101 (42-51101) "Corky" and piloted by Lt. Corwine of the 68th Squadron, was last observed receiving a direct hit in the bomb bays while over the target. The aircraft pulled out to the left and then went down, on fire. Three chutes were observed as men bailed out, then an explosion. Only the pilot, 1st Lt. M.D. Corwine and T/Sgt. P.N. Colosimo survived, eight men KIA. 66th's Lt. Muldoon in A/C #618 crash-landed on return but all of the crew are safe. Captain Smith, 66th led the 44th formation and suffered Cat. "B" damage to his A/C. Lt. Norris (#279) and Lt. Hayden (761) suffered the same category. Lts. Daily and Podogil had Cat. "A" damage - all 66th, while three of the 67th's A/C suffered slight battle damage.

Lt. Al. Jones adds: "Ed Schoenfeld went with Muldoon. I sweated the ships out all day. Had a heavy snow storm and Muldoon didn't come back! The latest news has them crashing in France. Hope all of them are OK! Note. Crash-landing later reported in error. Sgt. Ed Schoenfeld was in London of Feb 4th reporting that ship barely made it to Allied lines - he and Muldoon bailed out, landing just inside our lines where the Canadians found them. Spent three days in Brussels and came back on a war-weary ship. 1st Lt. Overstreet promoted to Captain.

29. Captain Holmer led the Group today with the 44th's 30 aircraft forming "B" Group in the Wing, flying echeloned to the left and high on the "A" group, leading Group of the Division. The 67th put up six aircraft in all to attack the M/Y at Munster on PFF. Lt. Louik, 67th, was forced to turn back when the engineer was taken seriously ill.

The briefed Primary was at Altenbecken, but the Group made their bomb run on the briefed Secondary, Hamm M/Y. 18 of the 20 A/C in the high right and low left squadrons attacked this target with unobserved results. The H2X in the lead aircraft kept fading in and out on the bomb run, so this squadron went on to bomb the Munster M/Y, a Target of Opportunity. All but one aircraft of the 67th attacked the target with unobserved results. Flak was meager to moderate and inaccurate at Hamm, and meager and inaccurate at Munster. Fighter support was very good and all aircraft returned to base with no battle damage.

Yesterday a 68th Squadron ship #42-95349 ? was involved in a take-off accident for a test hop. It is believed that icing on wings when spray from previous plane froze upon contact on this ship. It crashed two miles east of the field, caught fire and burned completely. Sgt. Layton W. Scott died 4 Feb. from injuries.

* - Lt. Roblee A. Perrault's A/C was #44-10542 G+.

30. Today was a stand-down. No local flying was scheduled. 1st Lt. Ogden K. Hill and 1st Lt. Firman B. Mack, 506th, promoted to Captaincy.

31. Lt. Pellow led the low left squadron in the Group mission to the Steel Works and Blast Furnaces at Hallendorf, Germany. 30 aircraft were dispatched, 7 from the 67th, but the mission was recalled after the formation had reached the Dummer Lake area. On the return, the base was closed in, so all aircraft were diverted to Yorkshire. They will return to base tomorrow. 29 of these aircraft have received sortie credit.

So, the end of another month of air operations against the enemy.



B-24H #42-95318 J "OLD IRON CORSET" 67th's
M/Sgt. Odis Nelson is barely seen under the long
string of bombs - 129 - and five Swastikas on the
side of his ship. Only one early return marred
an otherwise outstanding string - and it was the
105 mission and questionable. She returned to
the States after the war, proudly and swiftly!
I was one of the very happy passengers on board.

In the latter part of the war, probably in January 1945 our planes again had departed the base in fair weather bound for another operational mission over Germany.

However, in the meantime, the weather slowly deteriorated while high clouds slowly moved in and covered the area. As the day wore on the sky grew darker and more threatening. A northerly wind increased, apparently bring with it a weather front and light snow flurries.

About 1500 hours the returning planes were over the base and were directed to land on runway #33, a seldom used and shorter runway, running north. As the planes were making their approach they were coming in close to the Control Tower where I happened to be standing that day, hoping the tower would block some of that cold, wind-blown snow.

With each passing minute the snowfall increased until a near blizzard condition existed and perhaps half of the planes were still airborne. Even with my position being so close to the planes as they made their approach I was having difficulty seeing those Libs as they were setting down.

Suddenly I heard an excited yell coming from the top of the Control Tower, probably from the Control Officer who had taken his position up there. The officer had run to the far railing and fired his red-red flare out toward the east end of the main east-west runway. I ran to the front of the tower in order to see in that direction but the falling snow limited my view. All I could see was some vague, indistinct forms. Almost immediately came the deep throbbing roar of full power suddenly thrust upon four engines, four engines struggling to gain altitude - - and they did so successfully and mercifully.

The mission had been a long one and our planes were running low on fuel as they returned to base. The unexpectedly heavy and sudden snow squall had been slowing the landing procedure and those planes still in the air did not have sufficient fuel to seek out other "open" fields. Becoming desperate with fuel gauges reading empty, one B-24 had made a landing on the main east-west runway, landing from the west and crossing at right angles the north-south runway that all others were landing on. This plane had managed to cross the north-south runway successfully and was almost in front of the Control Tower, still braking and almost invisible to me. But what had caused the shout and flares was that yet another plane was setting down on that same east-west runway, but from the east, and was about 300 yards from a head-on collision with that other B-24. Visibility was extremely bad but to me it appeared this plane out of the east had already touched down, but, either seeing the red-red flare arching out or the other plane directly in its path, "poured the coal" to his engines and lifted his plane up and over the other one. That pilot's immediate reaction undoubtedly saved the lives of 18 to 20 men, but it was very, very close. Many times I have seen red-red flares utilized, often with late or no reaction at all, but this time it was perfection -- and everyone lived happily ever after.

GENERAL

The 67th Squadron participated in 14 missions for the month of February, and flew a total of 97 sorties with no operational losses or casualties. During the month 17 Officers and 20 Enlisted Men completed their tour. The 23rd saw the Group reach its 300th mission. This milestone covered a period of 28 months.

The 44th flew its three hundredth Operational Mission leading the 14th Combat Wing to the rail center of Weimar. On this memorable day, 1st Lt. James A. Struthers, 67th, of Minneapolis, Minnesota, completed his operational tour of duty by flying his 35th mission in aircraft J 42-95318 "Old Iron Corset". This flight marks the 103rd mission for this ship, all without being abortive. She is crewed by M/Sgt. Odis E. Nelson. Lt. Struthers was greeted by Lt. Col. William R. Cameron, the Deputy Group Commander and M/Sgt. Nelson and ground crew upon landing. He was later welcomed by Brig. General Johnson and Colonel Snavely at the Interrogation Room. It is a long list of missions (300) and represents 27 and a half months of combat operations for the Group.

It should also be noted here that M/Sgt. Nelson was one of the original combat crewmen of the 67th Squadron. After flying several of those trying early missions, Sgt. Nelson was grounded for medical reasons. He has made a most successful conversion to ground support. See photos below of Struthers, Cameron and M/Sgt. Nelson.



1. Today, the first day of the month and unfortunately, it was a stand-down due to very poor weather. Four crew from the 67th participated in G-H and PFF bombing practice. Others practiced formation at high altitude.

2. Today the crews are being briefed for two plans of attack. Plan "A" is a mission slated for Berlin, while plan "B" is a mission to Dresden. However, both plans were scrubbed after the briefing. So crews then participated in ground training and lectures. No local flying was scheduled.

3. The first mission of the month was flown today when eight aircraft of the 67th joined with 25 other 44th's to attack an oil refinery at Magdeburg. However, because of a frosted bombsight in the lead A/C, the deputy leader took over and bombed the last resort Magdeburg M/Y. It was 67th's Capt. Holmer who flew the deputy lead position and with this take-over gave him credit for a Group lead. This Secondary target was attacked on H2X with unobserved results. Lt. Louik was forced to return early when his engineer was taken ill. Flak was meager to moderate, but generally inaccurate at target; heavy and accurate on route in. All aircraft returned safely but several sustained slight flak damage.

S/Sgt. Allen adds: Flew in K, carried 10 x 500 lb GPs, and bombed from 22,000 feet at temperature of -37° Cent. Most of the flak was 88 mm with red centers and behind us. No contrails. We got only five holes." Fighter support by P-51s was excellent. Sgts. to S/Sgt: Fred T. Wolf and William Fefes; Cpls. to Sgt: George M. Burruss and Henry. All combat.

4. Stand-down today. Many combat crews participated in practice flying, including G-H and PFF bombing, transition, slow time and local formation. One crew night flying. 2nd Lts. Parker and Goldman appointed 1st Lt. Lt. Berger and crew assigned to 67th from 70th RD.

5. There was an early morning briefing to Munich M/Y but it was later scrubbed.

An inspection of both Sites 1 & 3, conditions good. Lt. Poulsen appointed Squadron Bombardier. Lt. Richardson and crew joined the 67th from 70th RD. Nearly all crews took part in local flying.

6. The 44th Primary was again the Rothensee Oil Refinery at Magdeburg with the 44th dispatching 32 A/C, 9 of them 67th, and we led the Wing. 10/10th cloud cover obscured the target and so the Secondary, the Magdeburg M/Y was again attacked on H2X by all 32 A/C, results being unobserved. Capt. Smith, 66th, led the Group in #823 C+. Flak was moderate and inaccurate, 3 A/C sustaining slight damage; fighter support was very good. Bomb loading 10 x 500 lb GPs dropped from 23,000 feet. S/Sgt. Chaffin adds: "I saw a B-24 in the Group behind us blow up and go down in flames." The following completed their tour: Capt. Holmer; Lts. Spagnola and Aston; Capt. Fiester; and T/Sgt. Bennett.

7. The mission scheduled for today was briefed to Osnabruck M/Y but it was later scrubbed. Several aircraft participated in local flights, including G-H runs, local formation and test flights. Lt. Markle and crew assigned to the 67th from 70th RD.

During the early morning on the 7th of February there was a terrific explosion out on the line. A bomb loading crew was loading one of our aircraft (B-24 J #42-50509 Y) for an operation when one of the men turned on the main line and battery switches, and then attempted to start the auxiliary power unit (APU) located beneath the flight deck. However, the power unit was void of fuel, so the man obtained a container of fuel from his service truck and proceeded to refill this power unit. He then started the APU running and then left the bomb bay to return the container to the truck. Upon returning to the aircraft to set up the hoist, he found that there was a fire in the area of the APU. He got some of the other members of the crew who tried to put the fire out, but it got out of control.

There were ten 500 lb GP bombs lined up beneath the aircraft in preparation for loading. The men succeeded in getting seven of the bombs rolled to the edge of the dispersal before the fire became too dangerous for them to remain.

Approximately ten minutes after the fire started, there was an explosion, when two of the bombs detonated while the fire-fighting unit was just moving into position. A large part of one bomb casing, three feet long and two feet wide, was hurtled over 300 yards away and went through a crew chief shack. This casing fragment struck and instantly killed a guard, S/Sgt. Stanley H. Ducki though he did not have an apparent mark on him. The explosion completely destroyed the aircraft and produced a huge hole five feet deep and several yards across.

S/Sgt. Chaffin comments: "The only thing that looked like an airplane was two broken up engines, and there was a five foot hole in the concrete where the plane had been standing. Also, last night we had a rocket shell (V-2?) hit so close that it shook the whole barracks.

8. A mission was briefed to attack the railroad Viaduct at Bielefeld, Germany, but the mission was recalled as our aircraft were making assembly. That's even worse than a cancellation. Several aircraft later participated in local flights. F/O Rosenberg appointed 2nd Lt. 12 Cpls. promoted to Sgt.

9. Once again the ordered Primary is the Røthensee Oil Refinery at Magdeburg and the 44th dispatched 33 aircraft (3 less than yesterday) and with the 67th sending out eight. As usual, the target was obscured by clouds, so the Secondary Magdeburg M/Y were bombed. Bomb loading was 3 x 1000 lb RDXs and 2 x 1000 GPs. 1st Lt. Eckstein, 68th, led the Group with 506th's Captain George R. Insley leading the high right squadron. Captain Benadom, 67th, flew as Command Pilot. Lt. Bledsoe was abortive due to mechanical failure. The H2X method of attack was unobserved. Flak was moderate and fairly accurate; fighter support was excellent. All A/C returned to base safely and no 67th A/C sustained damage.

The following personnel completed tour: Lts. Steel, Hayden, Lampenfeld, Crean, Auracher, Terzian and Milich; T/Sgt. Fyndo; S/Sgts. Hiner, Wolf, McCrea, McAndrews and Hubbard.

10. A mission was briefed to attack the railway Viaduct at Bielefeld, but was later scrubbed. Many crews participated in local flights, including G-H and PFF practice missions, local transition and night flying.

11. Another mission was cancelled before take-off. This one was briefed to the Rheine M/Y. One crew made some local flights and slow time. Situation very quiet today.

12. A mission was again briefed to the Rheine M/Y, but later it was again scrubbed. Inclement weather continues to cause cancellation of missions. One A/C on local test hop.

13. Our crews were briefed for two plans of attack today. Plan "A" is a mission slated for the Aircraft Component Parts factory at Meschede; plan "B" is a mission slated for Chernitz M/Y. However, both plans were scrubbed after briefing. So most of the 67th aircraft braved the weather to participate in local flying.

14. Today the weather has cleared to the point where the members of this command are affected with Spring Fever. It's a beautiful day - and the 44th dispatched 33 aircraft, 8 being 67th's, to the now well-known Magdeburg. This is the fourth time this month the ordered Primary was the Rothensee Oil Refinery and the fourth time the Primary has been obscured by clouds, so the formation went on to bomb the Secondary, the Magdeburg M/Y on H2X, and of course with unobserved results. Capt. F.B. Mack, 506th, led the Group, with Lt. Pellow, flying Group deputy lead. All of our aircraft bombed through flak that was moderate and fairly accurate. Four of them sustained slight flak damage, including Capt. Henry. Fighter support was excellent.

Lt. Jones adds: "Load was 10 x 500 lb Gps. We dropped on PFF. Aircraft T+ 480. Hope we are done!" (30th mission - it wasn't) 2nd Lts. Fisher and Powell promoted to 1st Lt.

The following personnel completed operational tour: Lt. Silverthorne; T/Sgts. Spence and Koprowski; S/Sgts. Randell and Goshorn.

15. When you don't succeed it's try, try again. So once again it's another beautiful day at the base, and on the Groups fifth mission of the month to the ordered Primary, for the fifth time it is the Rothensee Oil Refinery near Magdeburg. But this time the Secondary is the same as the Primary if bombing is to be accomplished on H2X. Capt. Smith, 66th, led the Group in 907 B+, and 67th's Lt. Kleiderer led the high right squadron, composed of nine aircraft of the 67th. Lt. Chaille turned back due to loss of oil pressure on #2 engine. The 44th sent 31 A/C and 30 of them bombed through 9 to 10/10th undercast, on H2x, and the results were unobserved. Flak was moderate and fairly accurate; fighter support was good. Two of the 67th A/C sustained slight battle damage and all returned to base; five other Group A/C also were damaged.

Sgt. Allen continues: "Flew in N (795), 10 x 500 lb GPs from 22,500 feet. Really a rat race over the target. Our squadron swung to the right and under another squadron right over the target! Our plane almost collided with S - we were nearly on our back." And S/Sgt. William Chaffin adds: "I flew as nose turret gunner with Lt. Struthers (same as Allen) because my crew was flying its first Group lead (Lt. Kleiderer) and was carrying three extra crew members. The timing was messed up on this mission and another Group above us had "bombs away" right over us at the same time we did. I was really scared when I looked up and saw all of those bombs coming down through our formation. We peeled off and got out from under them. We were lucky as no ships were hit."

On the return one of the 66th's ships 594 E+ landed and nose wheel collapsed.

16. Captain Brownlowe, 67th, led the Group's formation of 26 A/C to attack the Secondary target, Rheine M/Y, Germany. The briefed Primary was the oil refinery at Salzbergen. Our Group, as well as the 491st, could not pick up the range flip on the Gee-H. So the run was turned over to the H2X operator, but there was insufficient time to make a run on the Primary so the Secondary was hit H2X. Capt. Overstreet, 67th, led the 491st BG, and 66th's Lt. Propper and another ship were leads with the 392nd BG. Flak was meager to moderate and one aircraft sustained category "A" battle damage by the 67th and two by the 66th. Heavy persistent contrails occurred at target and weather at the home base was so bad that all aircraft were diverted to airfields on the continent, and will return to base tomorrow. Lt. Struthers, in K 087, dropped 12 x 500 lb GPs. S/Sgt. Allen adds: "After bombs away we headed over Osnabruck and got lots of flak there, but no damage. We were diverted to St. Quinton, France, and stayed there three days."

Lt. Keyes and T/Sgt. Cooper completed tour.

17. With our planes scheduled to return from the continent, no mission was scheduled - and the weather was not good. 4 S/Sgts. promoted to T/Sgt; six Sgts. promoted to S/Sgt; and one Pvt. promoted to Pfc. None were identified.

18. Stand-down today. Adverse weather and so there were no local flights scheduled.

19. There was a mission today but only one aircraft of the 44th participated. 1st Lt. Burton A. Meglitsch, 506th, provided the lead for the 491st BG on a mission to the Siegen Rail Yards. They bombed on Gee-H. The 491st was also leading the 14th Wing. Five of the 67th aircraft took part in local flying.

20. Lt. Pellow, 67th, led the low left squadron in the Group formation of 34 aircraft dispatched to attack Nurnburg. But just after the formation broke the French coast the mission was recalled due to adverse weather. No sortie credit was given. Eight other 67th aircraft took part in local flying.

21. Eight of the 67th aircraft attacked the Marshalling Yards at Nurnburg, Germany on H2X. The Primary was the same target if bombed visually. Both Capt. Clements, 506th, and Capt. Brownlowe, 67th were credited with Group lead as our Group led the 2nd Air Division. All 32 of the Group's aircraft bombed through 10/10th cloud cover with unobserved results. However, all reports indicate a highly successful H2X run. Flak was meager inaccurate; fighter support was very good. This Group lost no aircraft although five of them landed on the continent and one landed at Woodbridge. 15 A/C sustained various degrees of battle damage. S/Sgt. Allen adds: "Flew in Q 282, bomb loading of 5 x 500 lb GPs and 5 x M17s. Meager flak over target; moderate and very accurate over lines going in and moderate at Freiburg coming out - 3 holes."

S/Sgt. Donald M. Fredricksen completed tour.

22. The Primary today is the Hohengandern choke point and the Secondary is the Gottingen M/Y, with the 44th dispatching 31 A/C,

nine of them 67th's. These nine ships, led by Lt. Pellow, flew the high right squadron to attack the secondary target. The weather was clear with only a slight ground haze, but it was because of this haze that the Primary was picked up too late. All three squadrons achieved excellent bombing results. We had 29 of the 32 dispatched attack Gottingen visually, and this was the best bombing of the Group in the 2nd Division for the month. The Group was highly commended for this operation. One A/C attacked a target of opportunity at Linden visually, also with excellent results. Flak at Herford was meager and fairly accurate. Fighter support was excellent. We were part of the approximately 6,000 A/C sent over Germany and we bombed about 8,000 feet - the lowest we have ever done in Germany proper. Despite that altitude no battle damage was inflicted on us and all A/C returned to base safely.

S/Sgt. Allen again adds: "Flew in 0, bomb load of 12 x 500 lb GPs dropped from altitude of 8,000 Feet. We came in over the Zuider Zee at 10,000 feet, then lowered to 8,000. Perfect bombing. Meager flak from Osnabruk coming out. Burtsavage finished today and just one more to go for us!! Thought we had flak under us when over the target, but it was concussions from exploding bombs."

23. Today is a great day for the 44th because it is our three hundredth (300) operational mission! The Group dispatched 30 A/C to lead the 14th "A" Wing to the rail center at Weimar. Included in this number were seven A/C from the 67th with Captain Lavitt flying Group lead. This is another target in the series of railroad centers and oil targets that have been receiving the attention of the air blows that are being inflicted upon the enemy. 30 aircraft bombed the target on H2X with unobserved results. There was no flak in the target area, and fighter support was excellent. Three of the 67th and 15 more from the Group were forced to land at various bases in England on the return. There were no losses and five A/C experienced category "A" damage. The following personnel completed their tour: Lt. Struthers; T/Sgts. McDonald and Jacob; S/Sgts. Griffith, Carpenter and Lyndon Crane Allen. The latter adds: "We flew in old J #318 and this was her 103 mission, all without an abort. Bomb load of 10 x 500 lb GPs, bombing from 18,000 feet. P-51 escort was very good. Sweated the weather most of the way. Pretty thick stuff, especially on the withdrawal." And so ended his 35th and last mission.

Omitted from yesterday's activities are these comments from S/Sgt. Chaffin: "We were the only Group to hit this target. We saw smoking targets at towns all along the way in and out. Every type of aircraft participated in today's effort - a reported 6,000 of them. Gottingen M/Y was packed full of supplies for the front lines and we bombed them from 8,000 feet. Our bombs hit right in the center of the yards and started a fire which flamed up to about 500 feet. There were only two bombs outside the 1000 foot circle of the MPI. Groups bombed targets of this type all over Germany today from low altitudes in a knock out blow to Germany's supplies.

24. The ordered Primary today was the Oil Refinery at Misburg if bombed visually or on Gee-H, and the Secondary is the same target if bombed on H2X. The Group only dispatched 11 aircraft

with three being 67th's. Our formation did not contact the 14th Wing's formation, so we tacked onto the 2nd Combat Wing. All of our planes attacked the Secondary through 10/10th cloud cover, bombing H2X, unobserved. Flak was moderate and fairly accurate, while our fighters furnished excellent support. Only slight battle damage was sustained.

Lt. Burtsavage completed tour on the 22nd and Lt. Porter completed his tour today.

Both sites #1 and #3 were inspected, conditions good.

25. The ordered Primary today was the Aschaffenburg M/Y with the 44th dispatching 35 aircraft, flying echeloned to the right of the 491st. Capt. Firman B. Mack, 506, led the Group, while Capt. Overstreet, 67th, led the 491st BG and Lt. Pellow, 67th, flew as 44th Group deputy lead. And the 491st had the lead of the whole 2nd Division. The weather was clear and all but one ship attacked the target visually; all squadrons achieved excellent results. SAVs (Strike Attack Vertic) show excellent results. There was no flak in the target area; fighters furnished very good support. Seven of the Groups aircraft landed on the continent, three were 67th's: Lt. Bethel landed at Brussels due to gas shortage; Lt. Harris and Lt. Hildebrand landed at Verdun. All will return to base tomorrow. No battle damage was evident on any returning aircraft, but Lt. J.V. Derrick C/L in Belgium. * Capt. Henry, 66th, and crew completed their tour of operations on this mission. Bomb loading was a mixture of 250 lb GPs and M-17s. F/O Swartz and crew assigned to the 67th from 70th RD.

26. There is an uneasy feeling about today's mission. Not really the thought of the flight - guess it's the thought of those same missions back in the old days. The target - Berlin! The Group dispatched 22 aircraft, five of them 67th's, to hit the Pankow M/Y in the Nazi capitol. The undercast was solid 10/10th all the way in. Capt. Ogden K. Hill, Jr., 506th, led the Group formation and Lt. Kleiderer led the high right squadron which dropped on the leader, bombing on H2X with unobserved results. Flak was meager to moderate and generally inaccurate. Our fighters furnished good support. 67th's Lt. Kyle was abortive, the only 44th ship to return early - due to mechanical reasons. Crews reported that they never expected to attack Berlin with such ease. S/Sgt. Chaffin, tail gunner on Lt. Kleiderer's plane adds: "We flew our 16th today with the target supposedly a M/Y on the north side of Berlin. There was a heavy overcast, in layers, so the flak was inaccurate. We were the last Group over the target so that's another reason why we didn't get any great amount of flak. There was moderate to intense flak of about 10 to 15 bursts in each harrage but it was way behind us. Our intervalometer was set for 140 feet. We have been back only 3 hours and I just heard the news report about the raid. It seems peculiar to make the news and then come back and hear about what you've just done." 1st. Lt. Lloyd completed tour.

27. 67th's C.O. Major Middleton, flew as Command Pilot today along with Captain Lavitt, who was credited not only with the Group lead but lead of the 14th Combat Wing as well. The target is the Halle M/Y, with the 44th dispatching 22 A/C (5 are 67th) 21 of them hitting the target. The H2X equipment in the lead aircraft was weak on range and defination, so the bomb run course

* - Lt. James V. Derrick's aircraft was #42-51258 J+.

was set up on DR. However, when Halle appeared on the scope, it was too late, far to the right and seemed too faint to be the target. When Bitterfeld appeared strongly, the course was altered and this target was bombed by all on H2X with unobserved results. Also, the H2X equipment was out on the 2nd squadron A/C so this formation bombed as a Group. Flak was nil;; our fighter support was excellent. Lt. Lee, 67th, landed on the continent on the return flight due to gas shortage; will return to base tomorrow.

Two combat crews that were attached to the 68th squadron for G-H and H2X Training as Lead Crews returned to their parent base, the 392nd BG.

S/Sgt. Becker completed his tour.

28. It is the last day of a very short month, and the 44th is taking off for the tenth straight time, and flying it's eighth consecutive mission. 24 of the 44th's aircraft, 6 are 67th, were dispatched to the Siegen M/Y in Germany. The Group lead was provided by 68th's Capt. H. Eckstein and crew, bombing by means of Gee-H through a 10/10th undercast with unobserved results. Flak was nil and fighter support again was excellent. Bomb loading was a combination of 250 lb GPs and M17s. All aircraft returned to base safely, none of them sustaining any battle damage. The 67th's Capt. Overstreet led the 491st BG, attacking the same target as the 44th's.

Sgt. Gately completed his tour. Lt. O'Brien and crew assigned to the 67th from 70th RD.

Sgt. Barney Mares assigned and transferred to the 66th Squadron and promoted to S/Sgt.

And so goes another month of air operations against our enemy.

Additional honors were bestowed upon three members of the 67th Bombardment Squadron for their participation during the early days of the air war over France. These men being so honored were: Major Howard C. Moore, now Lt. Col. William R. Cameron and T/Sgt. Deloros R. Brumagin. On 29 January 1945 Lt. Col. W.R. Cameron was presented his award in person, this being the CROIX DE GUERRE, presented by "L'Orde Du Corps D'Armee" for their actions in assisting the allied efforts to free France from the German occupation. The decoration was presented by Charles De Gaule in ceremonies located in London.

1. Here we go on another month and start it out in the proper manner with a mission. The 44th BG dispatched 21 aircraft, 5 of them 67th's, to attack Ingolstadt M/Y - and to pull their ninth straight, consecutive mission. Capt. F.B. Mack was the assigned Group lead of the 44th's formation but the H2X equipment became inoperative, so 67th's Lt. Kleiderer, assigned deputy lead, took over. But he, too, experienced H2X problems intermittently and finally managed to bomb through 10/10th cloud cover on the smoke markers of the 392nd BG. Results were unobserved. Something a bit unusual these days, one Me 262 made a tail attack on this formation, breaking over the low squadron and passing out at 11 o'clock; no damage. There was no flak on this formation and our fighter support was excellent.

On the return Lt. Crandell and crew were forced to abandon their aircraft due to shortage of gas. This 67th aircraft number was not identified. All of the crew parachuted and landed safely near St. Quantian. Lt. Maynard landed on the continent due to gas shortage. Capt. Benadom flew as Command Pilot on the 506th lead ship.

S/Sgt. W.S. Chaffin adds: "Our target Ingolstadt M/Y NNE of Munich makes this our longest mission to date (17th), being nine hours and ten minutes long. We were after a repair shop there and about 50 repaired locomotives were in the yard when we arrived. This was another milk run, there being no flak. Our bomb loading was 6 x 500 lb GPs and four M17s incendiaries. Bombing results were reported to be good."

Sgts. Brown, Arthurton, Roach, John Kirby and Doyle promoted to S/Sgt. Cpl. Edward Kota, 67th's premier softball pitcher, was promoted to Sgt.

2. Our tenth consecutive mission and we dispatched to a most familiar target, the Oil Refinery at Magdeburg - and the same conditions as always prevailed. 21 of the Group's aircraft arrived at the Primary but H2X conditions prevailed and all aircraft attacked the Secondary, Magdeburg M/Y, and with unobserved results. Lt. Hinshaw, 66th, in A/C #858 B+ led the Group and he reported that the bombs were 1700 yards ESE of MPI; low squadron unobserved (66th's ships). Bomb loading was - 500 lb RDX.

67th's Lt. Kleiderer led the low left squadron's five 67th ships also with unobserved results. Flak was moderate to intense and fairly accurate with two 67th's having slight damage as well as one from the 66th. But all returned safely.

Lt. Zanoni and crew assigned to the 67th from 70th RD.

S/Sgt. Chaffin's experience was: "We flew B (531?) and met our stiffest opposition to date. The flak was very intense and accurate. We received a hit which knocked out the hydraulic system for my tail turret. If the flak had been 1 foot more to the right the flak would have hit the armor plate in front of my left leg. The fluid from the turret shot all over the place and ruined my parachute. Flak was all around me so close I could see the red fire in the bursts and hear the explosions. It's OK though, just as long as no one is hurt - and we got back all in one piece.

3. Magdeburg caught it again today! Our eleventh consecutive mission for the 44th, this time with 21 aircraft to lead the Wing to the Rothensee Oil Refinery. 67th's Capt. Brownlowe led the Group with Major Lehnhausen, 68th's C.O. flying with him as Command Pilot. Moderate smoke covered the target area, but the smoke

stacks were still visible above the smoke and the lead bombardier was able to synchronize on these. We attacked the target visually with excellent results. SAVs show lead squadron pattern in dock area and shipping facilities along the river and the second squadron pattern on the MPI, results excellent. Again, 500 lb RDX bombs were utilized. Flak was moderate and fairly accurate and we again were blessed with excellent fighter support. All 44th aircraft returned safely with seven of them sustaining category "A" battle damage. The 506th reported that E/A were sighted but they made no attack on our formation. S/Sgt. Chaffin then adds: " I was not along on this mission but wanted to make a report. The target was the same oil refinery north of Magdeburg that we hit yesterday and couldn't. Today's bombing was visual and target was completely destroyed. Our instrument bombing had caused only a 30% cut in production. Today, at the IP, they were attacked by Me 210s, jet fighters. One fellow in my barracks said he saw a squadron of the Group in front of the 44th's get hit badly by these jets in one sweep. (445th and 448th both lost two aircraft each). The jets would turn on their power and leave the P-51s standing still - and a P-51 can exceed 400 MPH. The only way the P-51s could destroy them was for several of them to gang up on a Jet and trap him. Fire and smoke from the target rose in columns several thousand feet high, and this target is finished. Also, we had a little excitement here on the base last night. A German plane, thought to be a JU 88, strafed our field and the road to Norwich. A truck driver on the way back from Norwich, who was returning after taking girls back from a dance on our base, was strafed and killed. There was no damage done to our base. We were scared some and heard several bomb bursts near the field. We could see tracers from his guns bounce off the runway. This was about 2 AM. The Nazi planes, reported to be about 200 in scattered attacks in England, came in at the same time the R.A.F. was returning from their night missions and so were not detected. They also attacked these RAF ships when they started to land. The RAF lost 9 planes."

1st Lt. Kuklewicz; T/Sgts. Jordan Stewart and Polen; S/Sgts. Rodd Budde and Watkins completed their tour of duty today. Site #3 inspected - conditions good.

4. Our twelfth consecutive operational mission! The 44th, with 24 aircraft and 7 being 67th, led the Wing and the Division to the briefed Primary, a tank factory at Aschaffenburg. Capt. Brownlowe, 67th, flew Group deputy lead, while Capt. Overstreet, 67th, led the 491st BG, who attacked a target of opportunity at Offenbourg; unobserved results. The weather was very bad, there being very dense contrails and a thick haze. So attempts to bomb the assigned target had to be abandoned. Eleven of the 44th bombed Tuttlingen visually with SAVs showing hits in the M/Y and built up area. Seven A/C attacked the T/O at Aach, visually, results unobserved due to haze. Four A/C attacked Offenbourg on PFF with unobserved results. So all in all, 22 of the 24 A/C that took off, bombed. No flak at Tuttlingen; flak at Offenbourg was moderate and fairly accurate; meager and fairly accurate fire was encountered over the front lines. Lt. Perrault, 66th, aborted in #896 R, his #2 engine feathered. Bombs included 250 lb GPs and M17s. All A/C returned safely. Col. Cameron couldn't stay away any longer and accompanied our aircraft on this mission!

Congratulations to Captain Jones, Squadron S-2 officer, who received his double tracks today! Lt. Kazmirzak and T/Sgt. Andreotta completed their tour.

5. This our thirteenth consecutive mission and the fifteenth consecutive day that the 44th has taken off on an operational mission. It wasn't a large representation but the 44th dispatched 11 A/C, three 67, to take part in a mission to Harburg. We formed the high right squadron of the 14th Wing, composed of three squadrons, to attack the Oil Refinery at Harburg. Our squadron was crowded and thus committed to a short bomb run, but nevertheless, we attacked the target on H2X, but with unobserved results. 1st Lt. Emmett J. Burns, 506th, led the Group. The only resistance encountered was slight but fairly accurate flak from Heligoland on the route into the target. Fighter support continues to be excellent; no aircraft was damaged. 2nd Lt. MacDougall completed his tour. Today marks another anniversary for the Squadrons. We have now completed 30 months of overseas service.

6. Finally there was a stand-down today, but no rest. Eight 67th crews participated in local flying including G-H practice, instrument check flight, and camera bombing. Two other crews went on cross-country night flights.

7. With the near record string of 13 consecutive missions broken, we started another string in a small way with two 67th aircraft included in the number of 31 from the Group taking off on an operational mission, flying with other Groups. Capt. Overstreet and Capt. Lavitt, both 67th, and 1st Lt. Meglitsch, 506th, provided leads as follows: Capt. Overstreet lead and Lt. Meglitsch deputy lead for the 491st BG; Capt. Lavitt flew deputy lead of the 392nd. The 491st attacked the railway viaduct at Bielefeld via G-H, results unobserved. The 392nd attacked a work shop at Paderborn on H2X. No flak or enemy aircraft was encountered, all returning to base safely. Site #1 and #3 are undergoing a Spring cleaning.

8. The 44th dispatched 26 aircraft to form two squadrons; one to attack the Betzdorf M/Y, and the other to attack the Siegen M/Y. 67th's Capt. Benadom flew Command Pilot with Capt. Lavitt in the Groups formation to attack the railway center at Betzdorf. The target was bombed on G-H. The other 44th squadron led by 1st Lt. E.J. Burns, 506th, flew as the high right of the 491st BG. They started a Gee-H run on Siegen M/Y, their Primary, but the Gee-H trace was dim, so the Mickey operator took over for an H2X run. He did not have sufficient time, however, and could not positively identify Frankfort so they attacked the marshalling yards there on H2X, with unobserved results. It was later learned that the target the 491st BG hit was not Siegen, but was Limburg. Flak was nil at Betzdorf and moderate and fairly accurate at Frankfort. Fighter support was excellent and all of our aircraft returned to base safely.

The following personnel completed their operational tour: 1st Lts. Harris, Ziegler, DeWitt, Bethel, Bonneau, Abrams; T/Sgts. Sieling, Peek, Coughenour; S/Sgts. Dorrisey, Jedlowski, Favini, Root, Wirth, Williams, Moore and Fredricksen.

9. Today was a stand-down.

10. Nine of the 67th aircraft departed base at 0750 hours on an operational mission to Bielefeld, Germany. Total 44th aircraft dispatched was 37 to once more attack the railroad viaduct located there. And once again there was that 10/10th undercast that forced our Group to attack the target on Gee-H with unobserved results. Lt. Hinshaw was the 44th's deputy lead provided by the 66th, Lt. Kleiderer led the low left squadron in the Group formation. Capt. Overstreet, 67th, and Lt. Alley, 66th provided leads for the 491st BG. Bomb loading was 6 x 1000 lb GPs. No flak or enemy aircraft encountered; fighter support was very good. There was no losses or battle damage. S/Sgt. Chaffin adds: "We have been after this target several times with no success, It was only believed to have been damaged today." 2nd Lts. MacDougall and Crandell promoted to 1st Lt. 1st Lt. Bullinger completed tour.

11. The Sub-pens and shipbuilding yards at Kiel was the target for today. This target which proved so costly to the Group on its trip there in May, 1943, was attacked today with comparative ease. Capt. Brownlowe, 67th, flew Group lead and Capt. O.K. Hill 506th, was deputy lead. Bomb loading was 52 x 100 lb Incendiaries. Eight of the 67th aircraft participated in the bombing by H2X through 10/10th cloud cover, with unobserved results. An excellent H2X run was made so there is optimism about the hits. The formation encountered moderate and inaccurate flak, while our fighters furnished very good support. No battle damage was reported, and all A/C returned to base safely. S/Sgt. Chaffin adds: "The RAF knocked out completely the viaduct at Bielefeld in their first mission last night using their huge, new 22,000 lb bomb."

12. Lt. Pellow was credited with a Group deputy lead backing up Capt. Mack, 506th, who led the 44th's thirty-three aircraft to the Marshalling Yards at Wetzlar, Germany. Lt. Kleiderer led the high right squadron with the 11 67th aircraft. Captain Overstreet, as usual, led the 491st, along with another 44th ship to attack the M/Y at Frieberg, bombing on Gee-H with unobserved results. The 44th attacked their target through 10/10th undercast on Gee-H, with results unobserved. Enemy opposition continues to be nil and our fighters furnished good support; all returned safely. S/Sgt. Chaffin continues: "The target was hit visual and I saw the bombs burst. Results were good. We carried 44 x 100 lb GPs" The following personnel completed their tour: Capt. Rommelfanger; 1st Lts. Pellow, Condray, Murray, Curry; T/Sgts. Cole, Pacowitz, Peck; S/Sgts. Loder, Gill, Snyder, Weaver, Gentile, Giardina and Calden.

13. No operational mission was scheduled today. Consequently, 15 of the 67th crews took part in local flights including formation flights, G-H practice, local transition and camera bombing.

14. Gutersloh M/Y was the briefed Primary target for the 44th's 36 aircraft (9 were 67th). Capt. Lavitt 67th, flew Group lead, while Lt. Kleiderer led the high right squadron of the 491st BG. The 44th lead and the high right squadrons attacked the target visually with excellent results. Our high right squadron which was mainly 66th A/C overran the lead on the coast in, and in making a turn to get back into position, were on a collision course

with the 20th Wing, so they fell in with that formation and proceeded to bomb their target. 11 A/C in the low squadron attacked visually as well, but their main pattern was short and to the left. There was no flak on the 44th formation. Weather was clear with moderate haze; bomb loading included 100 lb GPs and M17s, generally 44 x 100 and 2 incendiaries per aircraft. All of our aircraft returned safely, none of them sustaining any battle damage thanks, in part, to the excellent fighter protection. S/Sgt. Chaffin adds: "The target was hit in the center and the yards destroyed. (Flying with the 491). I again saw the bombs burst and numerous fires burning. We had the highest percentage of hits for the mission - 80%."

T/Sgt. Samuel H. DeBerry and S/Sgt. Cahil completed tour. Capt. Gatti returned from leave of absence. 2nd Lts. Lee, Dunwoody and Gleaves promoted to 1st Lt.

15. The German Military Headquarters at Zossen, Germany was the high priority target for today. Today Lt. Kleiderer led the low left squadron composed of eight aircraft of the 67th, while the 44th sent a total of 33 aircraft to lead the Wing to attack this target. The MPI was obscured by an intense ground haze and bomb smoke. The lead squadron had to change their MPI in order to bomb effectively, and they attacked the target visually with good results. The high right and low left squadrons bombed visually as well, but their main pattern was short and to the right of the ordered MPI. Dense, persistent contrails occurred at the target. Meager and inaccurate flak was found at Stendal on the route out, meager and inaccurate at the target. Our fighters furnished very good support and all aircraft returned to base safely. No damage was reported.

S/Sgt. Chaffin adds: "Zossen is a small town 28 miles south of Berlin. There was no flak. We carried a bomb load of 5 x 1000 lb GP bombs. As the Russians are threatening Berlin, the Germans moved their headquarters to this town."

T/Sgts. Cooper and Flynn completed tour.

16. A mission was briefed to Baunheim today but it was scrubbed just prior to take-off. Being up, out and ready, twelve 67th crews participated in local flights.

F/O Sturg appointed 2nd Lt. 3 S/Sgts. promoted to T/Sgts; 23 Sgts. promoted to S/Sgts; 17 Cpls. and 3 Pvts. promoted to Sgt; 5 Pvts. promoted to Pfc. Mostly combat promotions.

17. The 44th dispatched 25 aircraft but three of them went to lead each of the three squadrons of the 491st BG. Capt. Clements led the 491st BG and the Division assisted by Capt. Overstreet, 67th, and Lt. Alley, 66. 67th's Lt. Kleiderer flew the Group deputy lead along with seven 67th aircraft. The Primary was Munster M/Y for both the 44th and the Wing, and was attacked on Gee-H with unobserved results by the lead squadron, while the high right squadron had a Gee-H failure and bombed on the smoke markers of the lead squadron. Flak was moderate and inaccurate; fighter support was very good. All aircraft returned to base safely, none of them having sustained any battle damage. S/Sgt. Chaffin participated and adds: "We carried 44 x 100 lb GPs and results were very good. Again, I could see the bombs bursting!" Captain Overstreet completed his tour.

The 67th Squadron experienced the least expected today when the

veteran First Sergeant Robert W. Ryan relinquished the reins of the 1st Sgt.'s job to accept a new job with the Army Education Program. Sgt. Ryan had served in the capacity of 1st Sgt. for almost three years. All who know Sgt. Ryan have found him to be very capable and fair in all of his dealings with his men. So, with Sgt. Ryan goes the best wishes from the Squadron for success in his new undertaking. The Sergeant Major, T/Sgt. William R. Duster, assumes the responsibility of the 1st Sgt. Sgt. Duster, long a member of the 67th, has served capably and efficiently in the Orderly Room. To him goes congratulations and the promise of full cooperation.

18. "Big B" Berlin was it for today. The target is the Rheinmetall Borsig Armament Works in Berlin, and the 44th dispatched 33 aircraft, nine of them being 67th's. Lt. Alley in #907, 66th, led the Group and Lt. Kleiderer led the high right squadron which was composed of 67th aircraft. Because of weather conditions it was difficult to maintain the integrity of the formation from the IP to the target. Contrails of preceding Groups resulted in poor visibility and, consequently, there was interference between Groups and squadrons, forcing the separation of the high right squadron (67th's). All but one aircraft of the lead and low left squadron attacked the Primary visually, while the high right squadron bombed the Secondary, Berlin, on H2X. However, SAVs indicate excellent bombing results for all three squadrons. Flak was moderate to intense and fairly accurate, while fighter support was excellent. Three of the 67th's along with three of the 66th (and probably more in the other two squadrons) sustained flak damage. All aircraft returned safely, one landing at Eindhoven, Holland for fuel. Lt. Markle had mechanical malfunction of bomb racks and could not release his bombs on the target. Lt. Kleiderer's tail gunner, S/Sgt. Chaffin adds: "Our target is a factory which manufactures V-2 rockets and anti-aircraft shells. The factory was located 6 miles northwest of the center of Berlin. Bombing was visual but there were scattered clouds. We carried 52 M27 incendiaries, a new fire bomb practically impossible to extinguish (not the new Jelly bomb). We are believed to have hit the target and achieved good results. Today was a record blow against Berlin as over 1300 aircraft attacked it."

19. A Jet Plane assembly factory at Neuberg, Germany was attacked by eight of the 67th aircraft today. Capt. Brownlowe, 67th, was credited with a Group lead, Wing and Division with the total of 33 of the 44th's aircraft. Our formation flew the briefed route until reaching the IP, where a thick haze was encountered, forcing the formation to drop 1,500 feet to get under it. All aircraft reached the objective and all bombs were released on the Primary with excellent results. Enemy opposition was nil, while our fighters furnished very good support. Five of the Group's aircraft landed on the continent - none of them 67th's. But one of the 66th aircraft is MIA for unknown reasons. Very little is known as to what happened to this crew. Lt. Podojil was leading the 2nd squadron in A/C #42-51907 B+ and was last heard from at 1503 hours at a point approximately ten miles southwest of Stuttgart, and fifty five miles east of the bomblines. At this time the pilot thought he would be able to make it back to friendly territory. He had two feathered engines. Lt. Bernard W. Bail, navigator on 1st Lt. Podojil states, "On my 25th mission our plane was jumped by a couple of Me 109s. The entire crew, with

the exception of four of us, was killed over Germany near Stuttgart. The tail gunner, S/Sgt. N.J. Schmitz, sustained a leg injury that necessitated amputation of his leg, which I witnessed. I, myself, was wounded in my head and neck. The young tail gunner later died of gangrene. I was present at his burial in the little town of Goppingen."

20. Only three of the 67th aircraft, 11 44th's in total, participated in an afternoon mission to an Oil Refinery at Hemmingstedt, Germany. 1st Lt. Burns, 506th, led the 44th's aircraft to fly the left echeloned squadron in the 14th Combat Wing. It was generally clear with high clouds overhead throughout the route. The target area was covered with smoke for some 3,000 feet from the MPI, so the bombardier had to use the off-set method of bombing, but evidently rate wasn't set up properly, and bombs fell over the MPI as shown on SAV's. Bomb loading was 6 x 500 lb GPs and 6 x 500 RDXs. No flak or enemy aircraft were encountered, and our fighters furnished very good support. All aircraft returned to base safely.

Today the 68th Squadron lost ship #42-50660, crashing on take-off. No crew member was killed.

On the 18th S/Sgt. Dean completed his tour, and on the 19th Lt. Maynard and S/Sgt. Kosticka completed their tour.

Also on the 19th the 66th Squadron released Captain Howard C. Henry, 1st Lts. Albert M. Winter, Ira J. Lee, Albert E. Jones; T/Sgts. Robert W. McGahan, Wingfield E. Ward; S/Sgts. Richard H. Walker, Edwin L. Schonfeld and Billie Moore.

Today, Lt. Folland and S/Sgt. Silberman completed their tour. Lt. Struthers and crew were assigned to 70th RD for return to ZOI.

There was much excitement around on the base at 2130 hours when the black alert was given over the tannoy. A lone enemy aircraft was operating in the vicinity as ground fire from Wendling could be seen. Several minutes later he passed over the field. He was engaged by ground fire from several sites, but no hits were scored, apparently. He must have thought the defenses too heavy as he did not attempt another attack on the field.

21. The first day of Spring - and what a beautiful day! Such a nice day that two missions were run off. A morning mission to Achmer airfield was made by 35 of the 44th aircraft, 9 67th's. Lt. Reynolds, 67th led the low left squadron and Lt. Kleiderer led the high right squadron of the 491st, along with another ship of the 44th - unidentified. The purpose of this mission was to bomb the airfield installations so that our fighters could follow in and strafe. At the IP our three squadrons had difficulty in uncovering, resulting in the high right squadron bombing before the low left, instead of after. The lead squadron achieved good results; the high right, fair; and the low left, poor, because of being forced out of position. Enemy resistance was nil and our fighters furnished very good support. All aircraft returned to base safely. S/Sgt. Chaffin, in Lt. Kleiderer's plane in the 491st's formation adds: "Bombing was visual and results were excellent. I could see the bombs walk right down the runways."

On the second mission of the day, Capt. Lavitt, 67th, led the Group and the 14th Wing to the Essen Airfield. The 67th put only

two aircraft into the 44th B.G.'s formation of 11 planes. One additional 44th plane provided a lead in the 491st's Group. The results of the 44th's bombing was poor. The Primary was the Essen A/F, and while making the bomb run the lead aircraft was hit by flak, severing the electric circuits controlling the bomb-sight and the auto-pilot operation, approximately 25 seconds before bombs away. Due to the nature of this battle damage, the lead bombardier was unaware of the condition of his equipment until too late to turn his lead over to the deputy. Consequently bombs fell approximately 4,000 feet east of the target. Flak was moderate and accurate and our fighters furnished very good support. All aircraft returned to base safely with no further damage to our planes.

S/Sgt. Hasson completed his tour.

Cpl. Ruddy promoted to Sgt; Sgt. Trader promoted to S/Sgt.

22. Our seventh consecutive operational mission today with the 44th dispatching 32 aircraft, 8 of them 67th, to fly second Group in the Wing, leading Wing in the Division on a mission to the Schwabisch/Hall Airfield. Captain Benadon, 67th, flew as Command Pilot with Capt. Clements, 506th, leading the Group. The target is located northeast of Stuttgart. Lt. Kleiderer flew Group deputy lead. Bombing was accomplished by squadrons and all three squadrons achieved excellent results, doing a superb job of it. Enemy resistance was nil; our fighters furnished very good support. All of the 44th ships were accounted for when six of them reported in from landings on the continent. There was no battle damage. However, there was one aircraft that did not get airborne, crashing on take-off. Once again, the fence "took a beating". This A/C was 68th's 42-50427 V "Puritanical Witch". 1st Lt. Blair completed his tour.

23. The 44th is up to eight consecutive missions today when 30 of our aircraft, 7 67th, were dispatched to the Rhine M/Y. Lt. Alley, 66th, was lead pilot for the Group in A/C #672, while Lt. Reynolds, 67th, flew lead on the high right squadron. The target was hit visually, with good to excellent results, by all three squadrons each of them bombing individually by squadrons. Flak was moderate and accurate at the target and our fighter support was only fair. All aircraft returned to base safely, but seven of them had sustained category "A" battle damage and one "B" damages. In addition, three 67th men were slightly wounded but none required hospitalization. Lt. Lee was abortive due to mechanical failure.

24. Today's effort, our ninth consecutive mission, was one of the most important since the invasion of France. In order to attain final victory, it was imperative that the ground forces gain a crossing of the Rhine river in order to break out on the north German plain. Our support to them came in the form of supplies which were dropped in an area just WNW of Wesel, on the east bank of the Rhine. Seven 67th aircraft were among the 27 A/C dispatched by the 44th to lead the 14th Wing on this highly important low-level supply mission. Capt. Smith, 66th, was the Group leader with Capt. Brownlowe, 67th, flying as deputy Group lead. It was the second similar expedition that we have been called upon to do, and this time we can say we came through with flying colors. The secrecy in which the mission was prepared

was astonishing, for only the persons closely connected with it knew anything about it. 540 bundles (69 tons) of supplies were dropped with excellent success. Moderate and fairly accurate small arms fire and 88 mm fire from ground positions was encountered in the immediate dropping area, and on withdrawal. Two of our 44th aircraft were lost, with the 67th Squadron suffering its first loss since 18 October 1944 when Lt. Bakalo and crew were MIA. The other aircraft to go down was from the 506th Squadron, A/C #42-50896 R "Southern Comfort III" piloted by 2nd Lt. Max E. Chandler. This airplane was observed to momentarily lose control, strike the ground, come up again for about 90 seconds, and then the right wing dipped and struck the ground, causing the aircraft to pinwheel into the ground. It immediately burst into flames and disintegrated. One cannot imagine anyone escaping from that terrible scene, but two of the crew did. Refer to this story at the end of this month's report, page 320.

The 67th's A/C #42-100314 G+ suddenly went into a steep climb with #1 engine smoking. The ship then stalled out, nosed over and directly into the ground and exploded. Due to the low altitude and excessive speed, it was impossible for witnesses to determine if there were any survivors. There were none.

67th A/C 42-100314 G+	All men KIA	MACR # 13601
Crandell, Leonard J.	1st Lt. Pilot	Peoria, Illinois
Croll, William B.	2nd Lt. Co-pilot	Larchmont, New York
Hummer, William M.	2nd Lt. Navigator	Dover, New Jersey
Ogilvie, Robert R. Jr.	T/Sgt. Engineer	Auburn, N.Y.
Feeney, Larry L.	T/Sgt. Radio Oper.	Spokane, Wash.
Battenberg, Walter R.	S/Sgt. LW Gunner	Milwaukee, Wisc.
Brown, James M. Jr.	S/Sgt. Tail Tur.	Rosehill, N.C.
Germolus, Irvin E.	S/Sgt. RW Gunner	Albany, N.Y.
Roach, James E.	S/Sgt. Nose Tur.	Denver, Colorado

The remainder of the aircraft returned to base safely, but thirteen of them sustained category "A" and one category "B". It seems proper to add that our crews participated in this mission without armament. No ship carried machine guns or ammunition as it was feared that we could mistakenly hit our own ground troops. Also, the 506th suffered another fatality on this mission when Sgt. Anibal O. Diaz was assisting others in dropping some of the supplies, his parachute accidentally opened and the wind from the open windows pulled him out to his death. This happened at extremely low altitude $2\frac{1}{2}$ miles WNW of Wesel. Captain Brownlowe; Lt. Hester; T/Sgt. Sumerlin and S/Sgt. Benedict completed their tour.

On an afternoon mission, second mission of the day and tenth consecutive, the 44th dispatched 12 A/C to fly the low left squadron in the 14th Wing formation on an operational mission to the Stornede Landing Strip. Capt. Lavitt, 67th, led our Group and his squadron was the low left squadron made up of 5 506, 2 66th, 3 67th, and 2 68th. All aircraft bombed the target visually with excellent results. The only enemy resistance encountered was eight bursts of very accurate flak from Koblenz on the route out,

while our fighters furnished very good support. All of our aircraft returned to base safely, but five of the 12 sustained category "A" battle damage.

25. Our eleventh consecutive mission and the last in this string the 44th dispatched 22 aircraft (5 67th) to form two squadrons; one flying high right on the 491st BG in lead of the Wing, and the other flying high right on the 392nd BG, on a mission to attack underground storage of oil at Hitzacker. Lt. O'Brien was abortive, unable to find the formation, so only four planes represented the 67th. Clouds, towering up to 22,000 feet forced the formation to change their course before entering the enemy coast, but we went on to attack the target visually, with excellent results. It was clear at the target with slight haze. 250 lb GPs were dropped on this oil storage depot. Flak was meager and inaccurate at two points along the route, and nil in the target area. Fighter support was excellent and all aircraft returned safely.

26. No operational mission or local flying today. 2nd Lts. Louik and Munro promoted to 1st Lt.

27. A mission was briefed to oil storage points at Ebenhausen, but it was scrubbed just prior to take-off. Crews then participated in local flying, G-H bombing practice and local transition.

28. Due to inclement weather there was no flying today.

29. Another stand-down today. 13 of the 67th crews were involved with local flying including formation practice and G-H practice.

30. After four days of stand-down, there was an early morning briefing. The 44th dispatched 33 aircraft, 8 67th's, to fly as the second Group in the Wing, leading Wing in the Division. 506's' Capt. Clements flew as Group lead with 67th's Lt. Kleid-erer being the deputy leader, to attack the dock area of Wilhelmshaven. The lead squadron bombed visually with excellent results while the low left squadron made an H2X run with last minute visual correction and achieved excellent results. The high right squadron made a complete H2X run since the lead bombardier could not identify his target through the clouds and bombs landed some distance over. Flak was moderate and inaccurate, and fighter support was good. All aircraft returned safely to base and there was no reports of battle damage. 1st Lt. May completed his tour.

31. A terrific pace of operations for the month was topped off with an attack on the Marshalling Yards at Brunswick, Germany. On this 25th and last mission of the month, the 44th dispatched 33 aircraft, 9 were 67th, to lead the 14th Combat Wing. The 67th's nine aircraft composed the high right squadron in the Group formation that was led by Lt. Reynolds, 67th. The Group's lead was flown by 66th's Captain Smith in A/C #356+ and with Major Hughes, C.O. of the 66th Squadron along as Command Pilot. Capt. Smith switched places with the Deputy Lead because his H2X equipment became inoperative. Brunswick was the secondary and was bombed H2X after the Primary, the Hoya Ammunition storage depot was found to be covered with 10/10th cloud cover. 500 lb RDX's were dropped through moderate and generally inaccurate flak. Fighter sup-

port was very good. All aircraft returned to base safely and with no battle damage.
2nd Lts. Carlberg, Kyle and Potter promoted to 1st Lts. ;

SUMMARY

The 67th Squadron participated in 25 missions for the month of March, flying a total of 162 sorties. This month was the biggest operational month since the Invasion month, June 1944. 23 Officers and 37 Enlisted Men completed their operational tour during the month.

One crew was MIA, the first operational loss since October 1944.

The 68th Squadron points with pride their fine record of mounting 194 consecutive sorties without an abortion due to mechanical failure. This period extends from February 1st to March 20. And their Engineering section was quite busy with their number of 15 engine changes completed.

M/Sgt. Calvert, 68th, has maintained his record of continuous sorties without abortives due to mechanical failures to the tune of 107 sorties. M/Sgt. Nelson, 67th, has about the same number as Sgt. Calbert but it was not officially recorded at the end of this month.

AN EIGHTH AIR FORCE LIBERATOR STATION, ENGLAND }

Reports of fellow Liberator airmen who saw a 44th Bombardment 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 crewmen 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," he added. "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 dancehall. 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 were all 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," he reported. "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 into 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.

1. There was no operational mission for today. Three aircraft were up on local test flights. 2nd Lt's. Kyle, Carlberg and Potter promoted to 1st Lt. Site 3 inspected - condition good.
2. Eight of our aircraft departed base, along with 24 other planes of the 44th, on a mission to the Tirstrup Airdrome in Denmark. Captain Lavitt was credited with a Group lead even though the mission was recalled while the formation was over the North Sea. As the formation was approaching the Danish coast extremely adverse weather conditions were encountered and the mission was abandoned. No sortie credit was given. Bombs were returned to base. Four crews participated in local flights. T/Sgt. Duster, the Squadron's new 1st Sgt., received his promotion to that grade. Combat men promotions were: 7 S/Sgt's. to T/Sgt.; 14 Sgt's. to S/Sgt; effective 1st of April.
3. Two plans were in effect today. Plan "A" was briefed to the Parchim Airfield, and plan "B" was briefed to the Aalberg Airfield. However, both plans were later scrubbed. We had seven crew alerted for these plans. Two crews participated in local flights. Lt. Brown appointed Flight Leader vice Captain Brownlowe...
4. Kaltenkirchen Airfield, located 18 miles north of Hamburg, was the briefed target for today. Major Middleton flew as Command Pilot of the Group formation made up of 11 aircraft of the 67th plus 33 other 44th airplanes to lead the 14th Wing. Lt. Kleiderer led the high right squadron in the formation. A complete undercast prevailed over the continent and no visual targets could be found. Therefore, no target was bombed and the bombs were brought back to base. Only meager and inaccurate flak was encountered on the route out, and fighter support was good. All aircraft returned safely to base, and all were credited with a sortie. The following personnel completed operational tour: 1st Lt's. Collins, Powell, Fisher and Morlock; 2nd Lt's. Dunwody; T/Sgt's. Warpack, Hopper, and Harrison; S/Sgt's. Ours, Wysocki, Cox, Sparks, and Julin. Another one of the old timers entered through the gates of matrimony today. They are gradually succumbing to the charms of the English and Scotch ladies. This time it was M/Sgt. Edward P. Hanley, long a member of the squadron, and a Flight Chief since arrival overseas. At 10 AM at the St. John Baptist Church in Norwich, Ed and Miss Jean Fleming Craig, of Crossfist, Nurikirk, Scotland took the solemn vows to love, honor and obey. Approximately 40 men from the Squadron attended the wedding. Shortly after the wedding a reception was held at the Bell Hotel. At the reception, Lt. Col. Cameron, former Squadron Commander, Major Grube, Squadron Executive and all the Crew Chiefs in Ed's flight saw to it that the bride and groom received a good send off on their honeymoon. Now the question is, who will be next???
5. The Group dispatched 43 aircraft, 12 of them from the 67th, 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. Captain Lavitt flew Group deputy lead and Lt. Kleiderer led the low left squadron in the 392nd BG formation. Lt. Markle was abortive due to mechanical failure. Extremely adverse weather conditions were encountered and 38 44th aircraft attacked the second

priority target while one aircraft joined the 446th BG which did not bomb. Our Group reached the objective and bombed on PFF, results unobserved. Enemy resistance was nil and our fighters furnished excellent support. One 506th A/C #44-40158 Q "Tinker Belle" piloted by Lt. Brown was missing, but the crew which was in enemy hands, has since returned.* Four other 44th aircraft landed on the continent but are safe - none of the are 67th's. 1st Lt. Gleaves and S/Sgt. Petzoldt completed tour. F/O Lipkin appointed 2nd Lt. 2nd Lts. Kostakos, Blades Hildebrand and Wells promoted to 1st Lt. Site #3 inspected - conditions good.

6. Six of our 67th aircraft attacked the Secondary target, the Marshalling yards at Halle, Germany. Lt. Brown led the high right squadron in the Group formation. All aircraft bombed H2X, with results unobserved. Meager inaccurate flak was encountered at the target. Fighter support was excellent. A plane from the 66th Squadron piloted by Lt. Alley led the Group and the Wing. All aircraft returned safely to base. S/Sgt. Nance, long a member of the Ordnance section, left the organization today, having been accepted for Infantry OCS.

7. Capt. Lavitt led the Groups 22 aircraft, five from the 67th, on a mission today, with dynamite installations at Krummel being the priority #1 target and the railway center at Newmunster being the priority #2 target. While over Krummel, there occurred a rack malfunction in the lead aircraft and the lead squadron went on to bomb the priority #2 target visually. Results were excellent. The high right squadron continued in to attack the priority #1 target, but because of intense bomb smoke on the target, the Aiming Point could not be picked up until just a few seconds before bombs away, and bombs landed short and to the right of the target. Adding to the difficulties was the fact that for the first time in many "moons" our formation was subjected to sporadic enemy fighter attacks. Single engine enemy aircraft made mostly uncoordinated passes and our claims are 3 - 0 - 0. The enemy aircraft consisted of about 8 to 10 Me 262's and 4 or 5 Me 109's. There were no attacks on the 67th formation, no claims by crew members of our Squadron. Passes were made against the 66th planes, attacking from astern except in one instance where a frontal attack was reported. Attacks were pressed home with enemy aircraft coming in as close as 200 feet, with minor damage being inflicted on three of the 66th aircraft, but none are missing. It was clear at the target and fighter support was excellent. The 66th gunners claimed one Me 262 and 2 Me 109's as destroyed. All aircraft returned to base safely. One 67th aircraft sustained slight battle damage. Two crews were on local test flights. Sites 1 and 3 inspected - conditions good.

8. Lt. O'Brien was forced to turn back early due to loss of turbo on #2 and #4 engines, so only two of our aircraft participated with six other of the 44th to form the high right squadron of the "B" Group on a mission to the Ordnance Depot at Bayreuth, Germany. Bombing was visual by squadrons and all of our aircraft attacked the target with excellent results. No flak or enemy aircraft was encountered, fighter support was excellent and all returned to base. No battle damage was sustained. T/Sgt. Burkey completed tour. Two crews participated in local flights.

* - See story of events at end of this month, page #331.

9. The 44th dispatched 28 aircraft including the seven that the 67th furnished, on a mission to the Leipheim Airfield today, which is located 11 miles ENE of Ulm, Germany. Lt. Reynolds flew Group deputy lead. The lead and deputy lead aircraft of the high right squadron were forced to abort because of mechanical failures, but the remaining aircraft bombed the target visually, by squadron, achieving excellent results by all. Enemy opposition was nil, and fighter support was very good. Lt. Wayne Stevens flew as Command Pilot of the Group formation. All aircraft returned safely to base. 2nd Lt. Brunner promoted to 1st Lt. Lt. Schoup and crew assigned and joined the Squadron.

10. The 44th dispatched 33 aircraft to lead the 14th Wing to the priority #1 target, Parchim Airfield, located 25 miles S.E. of Schwerin, Germany. Lt. Reynolds led the high right squadron composed of nine aircraft of the 67th Squadron. Bombing was accomplished visually, by squadron, for the lead and high right squadrons. The low left squadron dropped on their leader and approximately seven miles short due to a premature and accidental release. The lead bombardier of this squadron had cocked the trigger on his sight while making a preliminary rate run. When the indices crossed, bombs went "away". Enemy opposition was nil and our fighters furnished very good support. All aircraft returned to base safely, none of them having sustained any battle damage. Four crews on local flights including practice bombing and high altitude test hop. Site 3 inspected - conditions good.

11. The Marshalling Yards at Neumarket, Germany was the target for nine aircraft of the Squadron today. The Group dispatched 40 aircraft in all, and all attacked the priority #1 target visually, by squadrons, with generally excellent results, except for one squadron of ten aircraft. This was the high right squadron and the bombs fell short, due to a malfunction of the telescope motor. The low left squadron was forced to salvo their bombs on a second run when they could not release electrically the first time. Lt. Kleiderer was credited with a Group lead. There was no flak or enemy aircraft, and fighter support was excellent. There were no losses or battle damage. Two aircraft landed on the continent to refuel, but all returned to base safely. The following personnel completed operational tour: 1st Lt. Kleiderer, 1st Lt. Goldman; T/Sgt's. Brzezinski, Schroeder and Ober; S/Sgt's. Casey, Chaffin and Counts. (My thanks for his diary.)

12. A mission was briefed to the Zwikow M/Y, but it was scrubbed just prior to take-off. Seven of our crews were alerted for this mission. Later five crews participated in local flying including practice bombing and local landings. Other crews attended lectures and took part in ground training.

13. The Group was stood down today. Nine of our crews participated in low altitude formation flight.

14. The crews were quite surprised to see the route on the briefing room map this morning. They couldn't understand why they would be going on 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 craft, and air lifts. 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.

So, today the 44th dispatched 36 aircraft, 10 of them 67th's, to bomb this "forgotten front". The Group was briefed to fly second in the Combat Wing formation to this Bordeaux area with Lt. Reynolds flying as Group deputy lead. Our Lt. Brown led one six ship element, and Lt. Bledsoe was abortive due to mechanical failure. The mission was to be flown with no fighter support, with 1000 and 2000 lb bombs. The 44th's formation assumed the lead of the 14th Wing at the Division assembly line. The bombs were dropped by the six sections with excellent results, and SAV's show all bomb patterns to be within 1000 feet of the MPI. Meager and inaccurate flak was the only enemy opposition encountered, and all aircraft returned safely to base. Our Squadron's nine aircraft dropped their 2000 pounders with excellent results.

15. The target was the same as yesterday. Only today the new Napalm bombs were used for the first time in this theater. Our seven aircraft joined with 26 other 44th aircraft to return to the Royan Area, without fighter support. Three squadrons of ten aircraft each carried fighter tanks filled with Napalm, and they were to be followed in by a #4 squadron composed of three aircraft, to drop M-47 incendiary bombs. Visual conditions existed, but the lead and high right squadrons could not pick up the briefed MPI of the target #7 because of smoke. So they dropped on target #1 which they could see had not been hit, achieving good results. The low left and #4 squadrons dropped on target #7 and their patterns were in the briefed area. Flak was meager and inaccurate, and all of our aircraft returned safely and with no damage.

On the 14th, Lt. Fremstad assigned and joined from the 66th BS. Four crews on local test hops.

2nd Lt. Carpenter promoted to 1st Lt., effective the 12th. 1st Lt's. Stevens and Kleiderer promoted to Capt. effective 12th. F/O Stoner appointed 2nd Lt. effective the 13th.

16. The 44th dispatched nine aircraft of the 67th plus 24 from the other Squadrons to lead the 14th Wing today. Information received from weather scouts that priority #1 and #2 targets were obscured so the formation went on to attack the priority #3 target, the Landshut Marshalling Yards. A visual run was started with H2X assistance, but the lead and high right squadrons were cut out by B-17's and therefore forced to abandon their run and hold their bombs. The first squadron composed mostly of 66th planes, salvaged their bombs safe. The second squadron jettisoned their bombs (mostly 67th's planes). The low left squadron did partially salvage the mission since they had sufficient time to move their MPI and bomb it visually, with excellent results. Moderate to intense and accurate flak was encountered from Augsburg, and our fighters furnished very good support. All returned to base safely and no 67th plane sustained battle damage, although one in another squadron had category "A" damage.

T/Sgt. Ridgway completed operational tour. Lt. Fremstad appointed Squadron Navigator vice Lt. Owczar. Four S/Sgt's. promoted to T/Sgt. 18 Sgt's. promoted to S/Sgt. Five Cpl's. and one private promoted to Sgt. One T/5 appointed Cpl.

17. There was no operational mission scheduled for today. 18 aircraft and crews participated in local flying, including local formation, visual bombing, PFF practice bombing, and air to ground gunnery practice. 1st Lt. Voorhees, Squadron Engineering officer promoted to Captain effective 16th.

18. Captain Lavitt flew Group lead for 30 aircraft of the 44th, seven of them 67th's, and leading the 14th Wing and the 2nd Air Division on a mission to attack the priority #2 target, the Passau Marshalling Yards. The priority #1 target was covered by clouds. Bombing was done by all aircraft visually, by squadrons, and the results achieved were good to excellent. There was no enemy opposition and fighter support was very good. All but two aircraft of the Group returned to base safely and none of these sustained any damage. The two aircraft landed on the continent, but returned the same evening. S/Sgt. Latty completed operational tour. In the afternoon the officers and enlisted men participated in a softball game on the ball diamond. It was a heated contest with the enlisted men victorious over the officers to the tune of 5 to 2. Later, at 1900 hours, all Squadron members assembled in Site #3 for a big beer party. Apparently the boys were quite thirsty as 8 barrels of beer was consumed. There was also plenty to eat, cheese and crackers, and sandwiches. The party reached its peak when Lt. Fisher sat down at the piano and began to beat out that "Boogie-Woogie", eight to the bar. He was joined by two guitarists which made the music more solid. It was really a jam session and later all joined in a song fest. There was no doubt that the blend of baritones, tenors, and ickies, make known to the base that the 67th was enjoying themselves to the fullest extent.

19. A mission was briefed to the Schwandorf-Irlaching railroad junction, but it was later scrubbed at 0630 hours. Five crews participated in local flights. We had eight crews who were alerted for this early mission.

2nd Lt's. Padley, Bugler, Sprague and Leonard promoted to 1st Lt.

20. The 44th was alerted early for the same target as briefed for yesterday. Lt. Kyle led the low left squadron in the Group formation of 30 aircraft. Lt. Richardson was abortive due to an oil leak in the #3 engine. So seven of the 67th aircraft went to the #1 priority target, the Schwandorf-Irlaching railroad junction. At the IP, the Group assumed the lead of the Wing and the target was attacked visually by all and with excellent results. No enemy opposition and no battle damage. Fighter support was excellent. All aircraft returned safely to base. Five crews on local test flights.

21. No operational mission this date. Nine crews flying on Group practice formation.

Congratulations to Major Benadom, Squadron Operations officer, who received his promotion on the 19th. 2nd Lt. Berger promoted to 1st Lt. effective 18th.

22. Stand down today. Five crews took part in air training and local flying. Site #3 inspected - conditions good.

23. The mission that was briefed to the Rendsburg railroad viaduct was later scrubbed. Six crews participated in local formation flying.

24. Eleven crews took part in local training flights, including local formation and camera runs, practice bombing and instrument checks. Lt. O'Brien and crew transferred to 453rd Bomb Group.

25. The 67th dispatched seven crews, the 44th a total of 30, to attack the Marshalling Yards at Hallein, Austria. Lt. Reynolds led the low left squadron in the Group formation. All of the 30 aircraft attacked this priority #1 target visually by squadrons, and achieved excellent bombing results. Flak was moderate and accurate from Bertesgaden and Salzberg. One 67th aircraft sustained slight battle damage. No enemy aircraft activity was reported. Fighter support was excellent and all of our aircraft returned to base safely.

T/Sgt. Dunkle completed operational tour.

26. This is the last attempt of the month and a mission was briefed to the Prague Airfield, but it was later scrubbed. Seven crews participated in local flying, including GH practice, bombing, practice gunnery mission, and night landings.

27. An alert for a supply mission was cancelled prior to take-off. 2nd Lt's. Ford and Schrock promoted to 1st Lt.

28. One crew on local test flight. Roster submitted for Good Conduct Medal. Site 3 inspected - condition good.

29. Stand down. No local flying or operational mission this date. The good Spring weather just couldn't last. Today it was winter again - cold.

30. Stand down. Winter again today. In fact there was three inches of snow on the ground in the early morning. What a climate! So, April comes to a close.

SUMMARY

During the month of April 1945 crews and aircraft of the 67th participated in 14 operational missions, flying a total of 106 sorties. Eight officers and 18 enlisted men completed their operational tour of duty. There were no casualties or injuries suffered, and no aircraft lost during this period. There were only four turn backs for the month.

The last two days brought varying reports to the end of hostilities but at this writing fighting still continues on.

NO HISTORY WAS PRESERVED FOR ANY 44TH SECTION FOR MAY, 1945. ALL MICROFILM RECORDS SEEM TO END FOR RETENTION AT APRIL 30, 1945!!

April 1945

OFFICERS

- 327 -

Sq. Commander	Major	Middleton, Wayne H.
Executive	Major	Grube, Karl T.
Operations	Major	Benadom, Dale
Aer Gunn	2nd Lt.	Hyde, Frank N.
Sq. Bombardier	1st Lt.	Poulson, Kenneth R.
Sq. Navigator	1st Lt.	Fremstad, Clifford D.
Intelligence	Captain	Jones, Kyle E.
Arm (BSM)	Captain	Callaway, Wallis W.
Communications	Captain	Sandoval, Charles A.
Radar	1st Lt.	Young, William A.
Engineering	Captain	Haggard, Samuel R.
Flt. Surgeon	Captain	Atkinson, Daniel A.
Adjutant	Captain	Gatti, Matthew J.
Flt. Commander	Captain	Stevens, Wayne H.
Flt. Commander	Captain	Lavitt, Edwin M.
Flt. Commander	1st Lt.	Brown, Norman D.
Flt. Commander	Captain	Reynolds, Edward P.
Flt. Commander	1st Lt.	Kyle, Ernest
Flt. Commander	2nd Lt.	Zanoni, Raymond
Photo Intpr	1st Lt.	Shepherd, Thomas J.
Pers Equip.	1st Lt.	Johnson, Mason J.
Arm & Chem.	1st Lt.	Hyer, Harold N.
Sup & Trans.	2nd Lt.	Hilmer, Claude Z.
Ordnance	1st Lt.	Newman, Howard G.

Aircraft Numbers & Pilots
as of Monday 21 May 1945

	<u>Pilots</u>	<u>Crew Chiefs</u>
44-50578 <u>Q</u>	Olson	R.H. Schindler
44-50751 <u>T</u>	Olson	H.J. Besarick
42-95531 <u>B</u>	Berger	R.D. Davis
42-50763 <u>S</u>	Swartz	C.N. Brown
44-49323 <u>C</u>	Zanoni	M. Ulosovich
42-94846 <u>L</u>	Markle	L. Mastronardi
44-49556 <u>D</u>	Kyle	J.H. Christenson
44-50690 <u>R</u>	Thoms	E.M. Shimmel
42-50539 <u>U</u>	Reynolds	L.R. Baur
42-95318 <u>J</u>	Richardson	O.E. Nelson
42-95193 <u>I</u>	Fitzgibbon	H. H. Grisham
42-50795 <u>N</u>	Hildebrand	L.D. Rinn
44-10503 <u>X</u>	Chaille	K.D. Gong
44-48821 <u>A</u>	Brown	W.J. Burress
44-42282 <u>O</u>	Lavitt	
42-109896 <u>H</u>	Louik	M.C. Arthur
42-50741 <u>P</u>	Bledsoe	G.N. Baccash
154	Lee	
42-95087 <u>K</u>	Spagnola	F.J. Chowanski
42-51309		S.C. Calloway

67th BOMB. SQUADRON (H) AAF
 Office Of The Engineering Officer
 AAF - #115 APO - #558 28 Apr, 1945

1. The following is a complete section roster listing all personnel and actual duty assignment in compliance with letter dated 2 April 1945, Hdqr, 67th Bombardment Squadron (H).

<u>ASST. ENGINEERING OFFICER & TECH SUPPLY</u>	<u>LINE CHIEF</u>
MASON W. JOHNSON, JR.	M/Sgt. Ward, R.C.
<u>INSPECTOR & ASSISTANT</u>	<u>FLIGHT CHIEFS</u>
M/Sgt. Eatmon, J.T.	"A" - M/Sgt. Hanley, E.P.
S/Sgt. Lundy, C.W.	"B" - M/Sgt. Bagley, M.W.
	"C" - M/Sgt. Curtin, M.A.
CREW #1. B-24J #42-95531 <u>B</u>	CREW #2. B-24J #42-50741 <u>P</u>
M/Sgt. Davis, R.D. (CC)	M/Sgt. Baccash, G.N. (CC)
Sgt. Hickman, F.J. (ACC)	Sgt. Stoddard, C.E. (ACC)
Cpl. Thatcher, L.O.	Sgt. Bailey, J.C.
Cpl. Jaquay, L.R.	Cpl. Clark, A.W.
Pfc. Unger, R.L.	Pfc. Fawcett, R. (NMI)
CREW #3. B-24J #44-48821 <u>A</u>	CREW #4. B-24M #44-50690 <u>R</u>
M/Sgt. Burress, W. J. (CC)	M/Sgt. Shimmel, E.M. (CC)
Sgt. Brown, B.H. (ACC)	Sgt. Boyd, W.W. (ACC)
Sgt. Eddings, R.H.	Cpl. Green, C.E.
Pfc. Morgan, L. (NMI)	Cpl. King, J.A. Jr.
Pfc. Keener, W. (NMI)	
CREW #5. B-24J #42-50539 <u>U</u>	CREW #6. B-24L #44-49323 <u>C</u>
S/Sgt. Baur, L.R. (CC)	M/Sgt. Ulosovich, M. (CC)
Sgt. Massey, L.H. (ACC)	Sgt. McNamara, R.L. (ACC)
Cpl. Benner, C.J.	Sgt. Chayka, M.F.
Pfc. Volland, H.G.	Cpl. Gibboney, J.W.
CREW #7. B-24J #42-50763 <u>S</u>	CREW #8 B-24M #44-50571 <u>T</u>
S/Sgt. Brown, C.N. (CC)	T/Sgt. Besarick, H.J. (CC)
Sgt. Widner, S.W. (ACC)	Sgt. Pierson, O. (NMI) (ACC)
Cpl. Karlsrud, A.H.	Cpl. Stowers, J.L.
Cpl. Greenfield, R.A.	Pfc. DeShane, J.J.
Pvt. Womack, B.W.	
CREW #9. B-24J #42-109896 <u>H</u>	CREW #10. B-24H #42-95193 <u>I</u>
M/Sgt. Arthur, M.C. (CC)	S/Sgt. Grisham, H.H. (CC)
Sgt. Cisinski, E.R. (ACC)	Sgt. Moore, C.W. (ACC)
Cpl. Oberman, N.W.	Cpl. Gatling, W.C.
Cpl. Cheek, G.T.	Pfc. Dougherty, T.F.
CREW #11. B-24L #44-49556 <u>D</u>	CREW #12.
M/Sgt. Christenson, J.H. (CC)	S/Sgt. Calloway, S.C. (CC)
S/Sgt. Jansen, A.J. (ACC)	Sgt. Fitch, A.A. (ACC)
S/Sgt. Heil, A.J.	Pfc. Murphy, R.R.
Cpl. Balaskovits, F.V.	Pfc. Novotny, M.T.

Flight
"C"

CREW #13. B-24M #44-50578 Q
S/Sgt. Schindler, R.H. (CC)
Sgt. Demi, J.L. (ACC)
Pfc. Katits, K.J.
Pfc. Bennett, M.J.

CREW #14. B-24H #42-95087 K
M/Sgt. Chownaski, F.J. (CC)
Sgt. Strickland, M.C. (ACC)
Sgt. Harris, J.I.
Sgt. Evans, D.A.
Pfc. Cutler, V.C.

CREW #15. B-24J #44-10503 X
M/Sgt. Gong, K.D. (CC)
Sgt. Gallatin, E.H. (ACC)
Sgt. Yerdon, H.F.
Cpl. Pickle, J.C.

CREW #16. B-24H #42-95318 J
M/Sgt. Nelson, O.E. (CC)
Sgt. Hall, C.C. (ACC)
Pfc. Sheets, F.R.
Pfc. Wright, J.J.
Pvt. Carver, D.W.

CREW #17. B-24H #42-94846 L
T/Sgt. Mastronardi, L. (CC)
Sgt. Mears, G.V. (ACC)
Cpl. Enot, J.E.
Cpl. Bemis, E.E.

CREW #18. B-24J #42-50795 N
S/Sgt. Rinn, L.D. (CC)
Sgt. Cleeland, A.H. (Acc)
Sgt. McCarthy, A.J.
Cpl. Jones, A.C.

TECHNICAL SUPPLY

T/Sgt. Turek, B.J.
Sgt. Kota, E.J.
Cpl. Gianopulos, J.J.
Pfc. Blaine, H.E.
Pfc. Gribble, R.E.
Pfc. Walker, R.J.

SQUADRON DRYING ROOM

S/Sgt. Winer, E. (NMI)
Cpl. Desotelle, G.A.
Pfc. Tulley, J.B.
Sgt. Fallon, E.J.
Sgt. Vaughan, J.G.

ELECTRICAL & INSTRUMENT SHOP

S/Sgt. Thoutte, L.J.
S/Sgt. Kinion, C.W.
Cpl. Craddock, J.F.
Cpl. Heinbach, J.E.

SQUADRON EQUIPMENT & OXYGEN

T/Sgt. Wernette, J.W.
Sgt. Fogelman, G.M.
Pfc. Blakeley, H.H.
Pft. Revels, L.E.

GAS & OIL TRUCKS

Sgt. Beddingfield, R.M.
Sgt. Brunner, H.E.

SHEET METAL SHOP

Cpl. Mitchell, W.T.
Pfc. Knapp, L.J.

ENGINEERING OFFICE

S/Sgt. Byrnes, J.C.
Schoop, A.W.

GROUP ENGINEERING OFFICE

Cpl. Hines, R.F.

CARPENTER SHOP

Sgt. Rogers, C.E.

DINGY ROOM

Pfc. Gattuso, P.H.

CONSOLIDATED MESS #1. K.P.

Pvt. Barnhill, J.F.

2. This notice superceded any previous orders in conflation with the above.

ROBERT S. VOORHEES,
Capt., Air Corps,
Engineering Officer

MONTH OF APRIL 1945

Well, the month of April, 1945 was certainly a climax in our history and in the history of the world. It brought the loss of a world-reknowned figure - the death of one of the truly great men in history - - Franklin Delano Roosevelt, the President of our United States of America and the Commander-in-Chief of our Armed Forces. This month produced the historic Link-Up of the great armies of the East with the great armies of the West, in the heart of the Reich. It produced the crushing of Berlin and the utter hopelessness of the Nazi situation. As a result, it produced the evident finale to the operational history of heavy bombardment in Europe and with it the apparent conclusion to the operational history of the great and historic 44th in the ETO. The Group flew fourteen (14) missions during the month, to bring our grand total up to three hundred and forty-four (344). Four hundred and twenty-three (423) sorties were credited and eight hundred and seventeen point three (817.3) tons of bombs were dropped on various enemy targets. In addition to this, on the 15th, fifteen thousand and nine hundred (15,900) gallons of the new and dreaded Napalm were dropped in the Royan Area in an attempt to clear the Gironde Estuary Area of "Nuisance Nazis". One (1) aircraft was lost on the 5th, but all but one of the crew returned here at a later date. Thirty-seven (37) Officers and eighty-one (81) Enlisted Men completed operational tours and were transferred to the 70th Replacement Control Depot to await return to the Zone of the Interior. In addition to these one Officer and two Enlisted Men returned from "Internee" status and have been assigned to the 70th Replacement Control Depot to await return to the ZOI. One additional Enlisted Man was returned permanently to the U.S. for emergency reasons. Two Enlisted men from this station were sent to Infantry Officers Candidate School. Three Officers and twenty Enlisted Men completed their combat tours and were assigned to a Fighter Training Group, during the month.

On the 15th of the month, Colonel Eugene H. Snavely relinquished his command of the 44th Bomb Group to Colonel Vernon C. Smith, then Chief of Staff of the 14th Combat Bomb Wing. Colonel Snavely has assumed the duties vacated by Colonel Smith.

During the week preceding the 14th of the month, the station observed "Salute the Ground Man Week", with posters conspicuously displayed throughout the base. The 14th of the month produced the climax, when approximately six hundred (600) ground men assembled on the ramp and stood in formation in an outdoor ceremony where Brigadier General Leon W. Johnson, Commanding General of the 14th Combat Bomb Wing presented ten Bronze Stars to ground members of this station. The 2nd Air Division Military Band participated in the ceremony.

After the presentation, General Johnson gave a short but impressive and inspiring talk on the "Ground Man" and the part he played in getting the bombs on the target. He illustrated with statistics and stated that it was not just the nine men who fly on the aircraft, but also the ninety (90) ground men that get each aircraft into the air that should receive credit for the successful completion of each mission. As a fitting conclusion to his talk, the General recalled the day that he was awarded the nations highest honor, the Congressional Medal of Honor on that very same ramp. He said, "I received this highest honor, but do not consider it a personal award. The citation reads---'For the destruction of a highly important target' -- I consider it to be an award to the

Group Commander for the work done by every member of this Group in destroying the target". General Johnson received a tremendous ovation and then troops snapped to "Attention" as he departed. But the ceremony was not over because we were now to hear Colonel Snavely's farewell address, for Colonel Vernon C. Smith was to assume command on the following day. He gave a brief talk on the splendid cooperation which he enjoyed throughout the past eight months, as Commanding Officer of the 44th Bomb Group. The ceremony came to an end and the obscure ground man, who has labored so diligently for so long has been officially "saluted". So after a brief and glorious interlude, he is back at his tedious and essential post.

On the 15th of the month, we had quite a change in the service organization set up on the station. The 405th Air Service Group, made up of the Headquarters and Base Services Squadron, the 655th Air Material Squadron, and the 831st Air Engineering Squadron was activated per Eighth Air Force General Order #52, dated 12 April 1945. Personnel for this new organization came from the 50th Station Complement Squadron, 464th Sub Depot, 1132 Quartermaster Company, 1646th Ordnance Co., 208th Finance Section, 1287th Military Police Company, 2033rd Fire Fighting Platoon, and the 265th Medical Dispensary; all units which were disbanded per the same 8th Air Force General Order #52. Major Frank H. Haynes, former Commanding Officer of the 50th Station Complement Squadron and Station Administrative Inspector has assumed command of the new Group.

On the 18th of the month, men on this station were surprised and overjoyed to see one officer and four enlisted men who had been reported as Missing In Action. The story is that the men bailed out of their damaged Liberator and landed in the historic Ruhr pocket. They were kept prisoners of the Germans for eight days before they were liberated by their "doughboy brothers". Interest is added to the story because the officer was the popular 1st Lt. James J.

*Barry and he was a bombardier on one of the original twenty-seven (27) combat crews of the 44th. He was grounded for medical reasons. After about two years he was finally returned to flying status and again flew on operational missions. His loss was mourned by all and his return was rejoiced by all. The PRO release on this incident now follows:

AN EIGHTH AIR FORCE LIBERATOR STATION, ENGLAND

Five Liberator crewmen officially listed as missing in action for ten days made a surprise return appearance at their 44th Bombardment Liberator Group Base in England with a story of bailing out over the Ruhr pocket. Forced marches during their eight days as Prisoners of War and finally their triumphant liberation by doughboys of the 78th Infantry Division of the U.S. 1st Army. 1st Lt. James J. Barry of 13748 Holly Avenue, Flushing, Long Island, New York, 27 year old bombardier spoke for all of them when he said, "Eight days as a Prisoner of War is enough. Those infantry boys were the most welcome sight we ever had."

Returning from an attack of a German target early in April, the Liberator the five men were in was last seen letting down through the clouds over Germany with one engine feathered. No more word was heard of it or its crew until some ten days later when Lt. Barry telephoned the 44th Base and asked for a plane to come and pick the returnees up. Back in England, the bombardier pieced

* (66th Squadron)

together the missing patches of the story. "We let down through the overcast to about 3000 feet," he related. "We were over the Ruhr pocket and they opened up on us with machine gun and small arms fire. Our gunners fired back and we could see the Germans running for cover. Right after that, though, they really opened up on us".

The engineer, 25 year old S/Sgt. Howard M. Burkhart of 1225 South Logan, Denver, Colorado, took up from there. "Number one engine was feathered, number two on fire and the Pilot, Lt. Brown, was wounded. Engines #3 and #4 were smoking, and the radio operator was killed by flak. I was busy transferring gasoline when the pilot rang the bail-out signal and we all hit the silk".

One man did not take to his parachute immediately, however, Sgt. James E. Otto of 6323 Wheeler Street, Philadelphia, Penna., was busy strafing enemy troops from his nose gun position. The 19 year old gunner did not hear the bail-out signal and suddenly looked around to find that he was alone in the Lib with the dead radio operator. He bailed out immediately, his chute opening at about five hundred feet. He landed in a tree and was hanging in mid-air for about five minutes until a German soldier climbed up and cut his straps so that he fell to the ground.

While Otto was immediately taken in hand by the German soldiers his fellow crewmates were going through a series of adventures that kept them well occupied. Lt. Barry had three bullet holes put through his parachute before he hit the ground and was taken in hand by a German soldier. Sgt. Robert E. Sampley of Marion, Ohio had been caught in a tree also. When he tried to unharness his parachute he lost his balance and suddenly found himself hanging upside down from a branch some twenty feet in the air, precariously suspended by one foot caught in the straps of his parachute. Gingerly he pulled himself upright and slid down the tree to momentary safety. Within thirty seconds he had his hands in the air and a number of bayoneted rifles were pointed at him.

The fifth member of the group landed in the midst of a band of Hitler's Youth. Sgt. Ernest McAlpine, 19 years old and a tail gunner from Earth, Texas, reported that he had never thought much of that Nazi organization but that he owed them a debt of gratitude now. "They kept a bunch of angry civilians away from me and brought me to the military authorities. These civilians were all for taking care of me right then and there".

For the next eight days, the five airmen - all that have as yet been reported from the crashed airplane, were kept going in a series of marches from one place to another. The steady advance of the American ground troops made it necessary for them to be moved frequently. Their food was poor and on the whole, mostly black bread and watery soup, but it was apparently because of the conditions rather than an intentional restriction by the Germans. "The German Captain that was in charge of us most of the time", related Lt. Barry, "had to almost scavenge to get food. He would stop in some place with a bag and come out with whatever he could find - potatoes, sugar beets or something like that."

The treatment of the men varied according to circumstances. Otto even told of a German officer telling him about the respective air forces. "When we see a silver plane, its American", the Nazi said, "a black plane, it's British. When we see no plane, it's German." The Germans laughed heartily at this and Otto joined in a trifle uncertainly. Lt. Barry reported however, that at one point two armed German soldiers had ordered him to run for the American lines. Feeling certain that they would shoot him if he did, he refused and walked along backward in front of them. "If they were going to shoot me, I wanted them to do it to my face," he reported. The Bombardier was also ordered to take one of his own benzedrine tablets (furnished to the airmen to ward off fatigue) in the mistaken belief of one German soldier that he was carrying poison pills with him.

All five Americans eventually ended up in a large prison camp that had French and Russian slave laborers in it. "The Russians and French were wonderful to us", said Lt. Barry. "They couldn't do enough for us". "Some of the French had been there for five years and when we arrived they broke out food they had been saving all that time and gave us a party. They told the Germans that they wouldn't work the next day, either."

On the night of the eighth day in the German hands, small arms fire could be heard all around the prison camp. On the morning of the ninth, the first platoon of American soldiers, members of the 78 Division, arrived at the camp. From that time on things happened quickly. The Americans supplied the prisoners with food, cigarettes, even fresh eggs. Two days later the men were in Paris and shortly after that, back in England.

They arrived back at their British base carrying German rifles, helmets and souvenirs of all sorts. "If you have to be taken prisoners," they reported, "eight days is enough."

During the last couple of days of the month we had a distinguished visitor to the station when Major Alexander Seversky came on a tour of inspection. He was interested in the functioning of all of our equipment.

C O N F I D E N T I A L

Headquarters, AAF Station 115
APO 558

--334--

SPECIAL ORDERS)

13 May 1945

NUMBER 131)

E X T R A C T

6. The following named Officers and Enlisted Men, orgn indicated, WP fr their pres sta o/a 14 May 1945 to Sta Y-55 on TD for a period of one (1) day. Upon arrival the pilots will report to Capt. Alfred B. Mann for necessary instructions regarding transportation to Dusseldorf and return to Y-55. Personnel will carry 1 st helmet ea, 1 carbine or rifle per EM, 1 cal. .45 Pistol per O and necessary "K" rations of 1 day. CTRS. MEMT. TDN. 60-136 P 432-02 A 212/50425, Travel by Military Aircraft (Auth: TWX, D66373, 8AF, dtd 1 May 1945 and TWX, M23E, 14 Com B. Wing, dated 9 May 1945).

Hq, 44th Bomb Gp

Lt Col. GOODMAN G. GRIFFIN, 0337352 MAJOR RALPH H. RIEGELMAN, 0372488
MAJOR ELMER H. HAMMER, 0389298 2D Lt. EMERSON J. MICHALEK, 02011875
M/Sgt. Patrick P. Stakelum, 34079414 M/Sgt. Francis I. Fox, 13027586

66th Bomb Sq

CAPT. JOHN J TESTA, 0659413 CAPT. ELMER W. SMITH, 0700418
CAPT. ALBERT E. STONE, 0704090 1ST LT. CHARLES P. NORRIS, 0886070
T/Sgt. James E. Gegenheimer, 14096114 T/Sgt. Edward M. Shanley, 32230551

68th Bomb Sq

LT COL. ROBERT J. LEHNHAUSEN, 0728890 CAPT. STERLING L. DOBBS, 0391085
1ST LT. SHELBY O. TURNER, 0523240 1ST LT. RICHARD C. HALEK, 0690806
M/Sgt. Norman L. Hale, 6897324 T/Sgt. Joy Rehmel, 35731529
T/Sgt. Peter Budarf, 19095652 S/Sgt. William F. Hulsey, 14033872
Sgt. Chris Kramer, 39019176

67th Bomb Sq

M/Sgt. Gilbert H. Hester, 37132854 M/Sgt. Willie J. Burress, 18079160

506th Bomb Sq

CAPT. IRA C. MCKEE, 0443383 1ST LT. EDWARD G. SCHWARM, 0867587
1ST LT. NORMAN C. KIEFER, 0887050 M/Sgt. Alexander J. Favero, 17024897
M/Sgt. August T. Goodman, 19074334 M/Sgt. Robert M. Iverson, 19071829
M/Sgt. John C. Jackson, 18060189 M/Sgt. Arthur W. Morris, 35351996
M/Sgt. Harry Steele, 39180084 M/Sgt. Jacob Yerke, 39388261
S/Sgt. James F. Gibbons, 39238083 S/Sgt. Stanley S. Gonet, 11045075

Hq & BS Sq, 405th Serv Gp

M/Sgt. Daniel M. Kulwicki, 35032646

831st Air Engr Sq

1st Sgt. Nathaniel B. Johnson, 14055128 M/Sgt. Sherman H. Floyd, 14037425
M/Sgt. John Wolbarst, 12017995 T/Sgt. Jesse R. Brown, 14079346
T/Sgt. Earl T. List, 36322750

655th Air Materiel Sq

MAJOR LYLE A BARNES, 0909379 T/Sgt. Samuel H. Emerson, 37069228

14th Combat Bomb Wing

T/Sgt. Jean Bressler, 13031072

By order of Colonel SMITH:

DONALD J. WILLIAMS,
Captain, Air Corps,
Adjutant.

OFFICIAL: (Signed)

DONALD J. WILLIAMS,
Captain, Air Corps,
Adjutant.

C O N F I D E N T I A L

It's getting close now, the end is almost in sight. Our last operational mission was April 25th with very little activity since then. With the armies of the East and the West closing in on Germany there are few targets left for our bombers to hit. Surely, we will be going home soon before we go on to the final assault on Japan.

With so little activity out on the line it was easy for me to obtain a three-day pass to visit one of my home town buddies who was in Bristol at an American hospital having been wounded by two machine gun bullets in his upper right arm. He was soon to leave for the States so on the 7th of May. I rode the trains to London and then on to Bristol.

My friend, Herman Rush was in very good spirits as the war was over for him, his right arm in a cast, and he was leaving in the morning on a boat for home. So I stayed the night with him at the hospital, helping him take a bath as it was so difficult with that ungainly, rigid cast. They allowed me to sleep in the same ward with him making it much easier to renew old friendships and talk over old times.

In the morning after breakfast, I assisted him with his small amount of "luggage", seeing him comfortably aboard his hospital ship and bidding him bon voyage. But the best thing was that it was announced officially - IT WAS V-E DAY!! At long last, the war has been won. And how lucky could I be as I was only a couple hours train ride from London and could participate in the great celebration that will be going on all day, surely. I could hardly wait to join in with the throngs.

But I was not prepared for what I saw when I got there and wandered out into the streets. Instead of the wildly cheering and celebrating masses there was only the masses. There were thousand upon thousands of people everywhere, crowding into the streets making it difficult to walk anywhere. BUT, there was no apparent happiness. It seemed that the war had gone on so long that the people had forgotten how to relax and let themselves go. Sure, there was an occasional American who, upon seeing a camera turned in his direction would grab a girl and go into a dance in the street. But as soon as the camera was finished, so was the "spontaneous" demonstration. Everyone appeared to be waiting for someone else to be "happy". It was very strange to me, anyway, to see those streets teeming with people who should be so extremely happy that peace in Europe was now at hand, but unable to show that emotion.

I tried a few pubs and found them completely jammed, even crushed with the number of people so that it was most difficult to even get a glass of ale. Perhaps it was my attitude, too, as I was alone there unable to congratulate my friends and buddies, and I found it a bit difficult to relate to the strangers surrounding me.

So I gave up on this big celebration in London, climbed onto the first train for Norwich and sped back to my friends who were having a ball in Norwich. There, too, I located my wonderful girl friend and we truly celebrated this great day of days. At last we could share with each other the glorious feeling that no longer would we be at war with Germany!!

TROLLEY OPERATION

3 May 1945

During the next few days the 2nd Air Division will carry 24,000 men of its command to see some of the important targets in the RHINE VALLEY which have been attacked during the past two and a half years of combat operations.

Taking off from base this morning 40 aircraft of this Group will form into a loosely knit formation and depart from the ENGLISH COAST at 1000 feet. At approximately 1305 you will enter the Continent along the BELGIAN COAST at the city of OSTEND. The first large city that you will see will be GHENT, which will be off to your left. After leaving OSTEND, you will pass over BRUSSELS, the marshalling yards were bombed by the 44th. Continuing on, you will fly over BELGIUM and over STAVELOT and MALMEDY, the area of the German Bulge of December 1944. Then into LUDWIGSHAVEN-MANNHEIM on the RHINE RIVER: LUDWIGSHAVEN on the West bank and MANNHEIM on the east bank. The I.G. Farben Industries lie at the Northern part of LUDWIGSHAVEN. This complex of chemical industries was a vital part of the German War Machine, and was attacked by the 44th on 4 occasions. You then fly over ASCHAFFENBURG Marshalling yards which was bombed twice by the 44th. After another left turn you fly to twice-bombed FRANKFURT, which was important for its rail and water transportation system. Flying along the RHINE RIVER over the twin cities of MAINZ and WEESBADEN you cross BINGEN at the bend of the RHINE RIVER. The Marshalling Yards at Bingen were bombed 3 times by the 44th. Continuing from here in a Northerly direction paralleling the course of the RHINE you reach KOBLENZ at the junction of the MOSELLE and RHINE Rivers. KOBLENZ was bombed 4 times and the target was the bridge across the MOSELLE. Continuing along the RHINE RIVER you reach BONN, attacked once, and then you cross over COLOGNE, attacked four times. You are now in Flak Alley, and you continue along the RHINE RIVER through one of the most important transportation center for the RHUR VALLEY.

Turning left, you cross over MUNCHEN-GLADBACH which was bombed once by the 44th; on over the Southern part of HOLLAND, back to BRUSSELS, Picking up a Northwesterly heading, you depart the BELGIAN COAST at OSTEND and return to base crossing the ENGLISH coast at SOUTHWOLD.

CAUTION - BE AT THE CORRECT AIRCRAFT AT THE CORRECT TIME, AND OBEY ALL INSTRUCTIONS GIVEN BY THE PILOT!

This is a copy of the official briefed tour guide, but in actual flight there were several variations from the assigned route.

During the last two months of March and April our leaders had developed a plan to reward the enlisted men as well as the ground officers by awarding them a 48 hour pass in Paris! So far as the enlisted men were concerned, the Master Sergeants would go first, gradually working down to the lower grades. These men were flown to Paris where they were on their own for 48 hours, and then they would be flown back to the base. I was bidding my time, saving my candy bars and cigarets, soap, etc. so as to be better prepared for bartering when it was my turn. But that time never came as Hitler finally threw in the towel. Those that did go had a great time, bringing back all sorts of souvenirs. But even though I'd have liked to have seen gay old Paris, I'd take the trip home instead - just as quickly as it could be done. I had left home on November 20, 1941, never to be allowed a chance again in $3\frac{1}{2}$ years, so I was ready!

But our staff still had an ace up its sleeve. We couldn't all go to Paris, but we could all have a grand tour of Europe by air. Yes, the war was over and there sat our big bombers, ready and waiting to fly us ground personnel on a sight-seeing tour of the devastation dealt out by the Allied Air Forces. It would be at deck-level for approximately seven hours. It probably would be the only opportunity that most of us would ever have to see Europe. So we were like children going to see our first circus, quite excited. When my turn came on the second day after V-E day I was out early and grabbed a grand stand, 50 yard view by climbing into a nose turret. Best of all my plane was leading our flight, so my view would be unimpaired horizon to horizon.

I think even the pilots were going to enjoy this first truly "milk run" as well as all their passengers as everyone was in very high spirits. Soon we were airborne, in loose formation and across the North Sea, coming into the continent over Ostend, Belgium at very low level. Our excursion ultimately covered Brussels, across to Mannheim, Aschaffenburg, Frankfurt, Bingen, and then down the Rhine valley past Koblenz, Bonn, Cologne, Dusseldorf and back out over The Netherlands at Amsterdam.

In Belgium we could see where hundreds of tank tracks snaked through forests bulldozing their way through the trees, making their own roads apparently during and after the Battle of the Bulge of December '44 and January '45. The view from 100 to 200 feet was unbelievable; so close that it was like being there, and something new to wonder about every moment.

After entering Germany we came over a rise and into a pretty valley where directly ahead of us was a a country road meandering through woods and farms, I saw what I thought was a German family - man, woman and a child of about 10 years - riding bicycles in the same direction that we were travelling. So they did not see us coming until the last moment. The sudden, heavy roaring of 30 to 40 B-24's did not give them time to think, apparently, as all three of them having been conditioned by the war for years, jumped from their bikes, and on the dead run dove for cover. They surely thought their time had come as we flashed over them as they still scrambled for cover, much too late.

That scene was quite amusing, but I could sympathize with them, too. When our crews were practicing for the Ploesti mission in June 1943, a formation of them suddenly came over the field at tree top height. We did not hear them coming so the sudden view of those planes and the accompanying deafening roar brought on a few more grey hairs.

Later on as we started down the Rhine valley we were treated to a similar experience. We were following a bend in the river and came across a huge P.O.W. camp where thousands of German prisoners were being held on the wide beach and field along the river. Just as with the German family these POW's reacted instinctively or didn't trust us and thought we were going to strafe them. They started to run. It really was hilarious to me as they looked like sheep being chased by dogs, running for all they were worth away from us. I'm sure there was nothing funny at all to them but it was to me - and I enjoyed it. It felt good to get some revenge after all the years of travail that they and their countrymen had imposed on all of us. Revenge is sweet; perhaps even a bit sadistic. But too many friends were gone because of them.

The tour continued on down the Rhine valley, exhibiting both extremes of ugliness of war such as bridges down, ships sunk, cities and towns devastated. But the forests along the water and up into the valleys, castles perched high on the steep cliffs, dark green fields and open spaces were especially spectacular to me as they were unexpected.

Occasionally the river would bend so sharply that our ships could not follow so we had to gain altitude to climb up over the hill in front of us and then drop down again into the river valley on the other side. Breath-taking!

The destruction that our Allied planes had rained down on these German cities were shocking; far worse than we had imagined. We had witnessed first hand the damages in Norwich, London, the midland cities, etc., and had great compassion for the suffering English who had lost so much. But, here the nearly total destruction would go on for miles with nothing but broken walls standing. There had to have been mass evacuations as few complete buildings were left there. After viewing so much of it, we had to start feeling a bit of pity for them. So many had nothing left.

I was especially interested in Cologne with its fine, old Cathedral. There had been so much controversy concerning the bombing of some of the cathedral cities of England and, yes, Cologne, that I watched very carefully when I learned that Cologne would be the next city on the tour. Sure enough, I could see the steeples in the distance and utter ruin in the area as we approached. We flew very close to that famous structure so that as we flashed by I could readily see the extent of damage had there been any. If there had been damage it could not have been extensive and had been repaired as it wasn't visible to me. The railway yards a few hundred feet away were in better repair than I had anticipated as so much of the surrounding area had been leveled. The yards, being so vital, surely had been repaired but on this day there was no trains or activity there.

As we turned west and entered The Netherlands we could see water everywhere. It was Spring of course, and there was the usual run-off, but much of it was due to the destruction of dams across the rivers as well as by German attempts to flood the areas to hinder the Allied advance. As we flew so low over Amsterdam we could see people everywhere, most of them smiling and waving quite happily to us. What a contrast to Germany where we seldom saw anyone. There were no taking any chances, I guess, and stayed under cover when they heard us coming. It all seemed so empty and abandoned. But one thing for sure, the years we spent working to get and to keep our bombers combat ready had paid off. We really did have a part in bringing Germany to her knees, even those of us who stayed behind on the many airfields feeling left out of the battles.

Having had that front row, center, vantage point for all of that tour I decided to remain in that turret for the landing as well. I knew it wasn't standard procedure but why not. It had been such a satisfying few hours I was just not ready to part with it. But those two pilots aboard soon made me reconsider that decision when they made a perfect three point landing -- BUT it was about eight feet too high, and we then bounced on down the runway like a basketball. I could hear that nose wheel thump and groan with every bounce, but it held and all was well. But that was the last time I landed up there after seeing my feet come so close to that concrete. What a completely unforgettable trip!

* * * * *

There have been large missions in terms of the number of aircraft that took part, such as "D-Day" or attacks on Berlin when the 8th Air Force went out by day, bombers escorted by fighters along with attacks by fighter-bombers; followed at dusk by the RAF planes. Many stories, rightfully, have been told and just as correctly labeled as "world largest". But I'm told by Colonel Cameron that the truly largest flight was the one that didn't occur.

After the war in Europe ended and peace was declared the famous Trolley Mission provided many of the ground personnel an opportunity to view parts of Holland, Belgium, France and Germany at low level. It was after this program that both the Eighth Air Force and the R.A.F. planned to put on their massive air show - a combined flight by both of these huge forces as a fly-by over London. The plans were drawn just like for an operational mission for every bomber, fighter bomber, fighter and any other plane that was available and could fly that would have been the greatest number of aircraft airborne at one time over one area in the history of manned flight. But it never occurred as that fickle English weather closed in for four days in succession. And, with the ever mounting pressure by the crews to return to the States as there still was a war to be won against Japan, the fly-by was abandoned.

As for the official record for operational action against the enemy by the 44th BG in the European-African theatres it is:

9057 Operational Sorties
 343 Operations
 330 Enemy Aircraft Destroyed
 192 B-24 Aircraft Lost In Action

RECORDS ----- STATISTICS

Unfortunately, 44th Bomb Group records for May 1945 have not been made available and are not on microfilm from which to substantiate operational records such as total number of missions on aircraft, sorties without abortions, etc. The only Squadron to keep their own statistics on crew chiefs efforts was the 68th and they show: April 30th 1945, crew chiefs without an abortive return for mechanical reason were M/Sgt. C. Calbert, 114; M/Sgt. Villames, 88; M/Sgt. Todd, 85; M/Sgt. Bryant, 81; S/Sgt. Rifkin, 81 and S/Sgt. Wilson, 71.

In the 67th Squadron I have personal knowledge that M/Sgt. O.E. Nelson had over 103 sorties, successively, without an abortive on Old Iron Corset, losing that streak only after being over-ruled by Engineering and Operations on a Maximum Effort mission when, with the ship out of service for an engine change scheduled, it was made operational and that engine failed shortly after take-off. This same airplane came within one mission of the 2nd ADA record of 130 missions only because the war ended (the plane with 130 was lost). So, it was 129 missions with only that one turn-back to mar the record and was definitely not the fault of Sgt. Nelson or his crew and should not have been counted.

67th's T/Sgt. Frank Chowanski established a most enviable record during his period out on the line. Sgt. Chowanski was promoted to Crew Chief during the expansion period when the number of squadron ships increased from 9 or ten to over 15 - this occurring just following the return of our air echelon from Africa - October 1943. From that time on, and even earlier, until the end of the war, he never lost a plane or combat crew!! Unbelievable! I have never heard of statistics for this type of situation, but it is a near miracle, considering the number of planes lost by the Group. My ground crew lost it's first plane, Miss Dianne, on her seventh mission; our second loss came on the very first mission for the ship and crew - KIEL.

Sgt. Chowanski's first ship, "L'il Cookie" survived all of her operational missions until "war-weary" and was transferred to the 389th BG as a "Cowboy" or assembly ship. His second aircraft was K which performed flawlessly until her 98th mission when she lost a piston on take-off and was forced to return early. 97 consecutive successful missions without being abortive. And then she picked up where she left off, going out day after day until the war ended. Again, we failed to record the facts as to exactly how many missions she completed but it was over 120, and she came back to the States. No photos of her bombs records on the side of the ship can be located to determine exactly what the number might have been.

I can attest personally the efficiency of these old ships, too, as I was most fortunate to be aboard "Old Iron Corset" when she left Shipdham for the States. She performed flawlessly, and was one of the fastest in the air.

SUMMARY OF AIRCRAFT INCIDENTS

	66th	67th	68th	506th	Total
1942-3	24	29	14	8	75
1944	17	18	30	33	98
1945	4	1	5	3	13
TOTALS	45	48	49	44	186

DETAIL OF AIRCRAFT LOST

DITCHED	1	6	2	1	10
COLLIDED	1	3	1	1	6
CRASHED	6	0	4	2	12
CRASH LAND	7	4	5	4	20
INTERNEED	3	4	7	3	17
SHOT DOWN	27	31	30	33	121
TOTALS	45	48	49	44	186
Personnel KIA	218	250	245	141	854

Statistics based upon subjective classification of elements.

Unfortunately, the end of the war in Europe was not the end of death and loss of aircraft for the 44th. The official records do not include information about the loss of a plane and crew on the way home - but it did happen.

I learned about this occurrence when Ian and David Shuttleworth made inquiries as to the crew members who were on board this last 44th plane to go down. They had come across the wreckage of a B-24 many years ago while walking in the Highlands of Scotland and have spent many years investigating the circumstances surrounding the cause of this accident, which Group and Squadron it was from and the crew on board. I should also mention that they are father and son, live in England at Norton, Stockton-on-Tees, and have hopes of one day publishing a book on their research - which is quite extensive.

I have borrowed the following information from them:

On 13 June 1945 a B-24H aircraft, serial number 42-95095 and having no known name and not assigned to the 66th Squadron, 44th Bomb Group, was on a redeployment ferry flight from Prestwick, Scotland to Meeks Field, Iceland, when it crashed into the ground. The aircraft was flying in weather on instruments and apparently the pilot was not sure whether his position was over land or water.

There was evidence of an inflight fire prior to impact. Also, the aircraft began to break up in flight which was evident by portions of the aircraft found three miles from the final crash site. All nine crew members and six passengers received fatal injuries.

There was evidence that the aircraft, while seeking visual aids in determining their location had clipped the top of one of the many mountains of Scotland and had started a fire aboard.

I have no casualty listing in these official records, nor does the Roll Of Honor contain the names of the victims who were on this aircraft. (The Roll Of Honor is restricted to only the period of the War in Europe). Ian Shuttleworth has given me these names:

1st Lt. Jack B. Ketchum	Pilot	66th Squadron
1st Lt. Jack H. Spencer	Co-pilot	156th Replacement Sq.
2nd Lt. Richard J. Robak	Navigator	66th Squadron
T/Sgt. Hallburn L. Cheek	Engineer	66th Squadron
T/Sgt. James C. Stammer	Radio Operator	66th Squadron
T/Sgt. Albert L. Natkin	Gunner	162nd Repl. Company
T/Sgt. Eldon J. Gilles	Gunner	66th Squadron
T/Sgt. Herman Riefen	Gunner	66th Squadron
T/Sgt. Raymond E. Davis	Gunner	66th Squadron
S/Sgt. Emil Einarson	Passenger	314th T.C. Group
S/Sgt. John B. Ellis, Jr.	Passenger	314th T.C. Group
S/Sgt. Robert J. Francis	Passenger	162nd Repl. Co.
S/Sgt. John H. Hallisey	Passenger	93rd Bomb Group
S/Sgt. James D. Harvey	Passenger	314th T.C. Group
S/Sgt. Alexander W. Hastings	Passenger	314th T.C. Group

NOTE: This aircraft flew many missions for the 93rd Bomb Group, 328th Squadron.

Sentimental Journey

After a most impatient delay of two days, orders finally were issued for 1st Lt. Richardson and crew of 8 along with 11 passengers (20 of us jammed in with luggage) to depart Shipdham on 29 May 1945. We took off at 1117 hours, arriving at Valley, Wales 1½ hours later. The next day, May 30th - Armistice Day - I left the British Isles for the first time in nearly 33 months! Yes, it was a Sentimental Journey for sure, and that fact was reinforced at every stop on the way as they were playing that wonderful tune "Sentimental Journey" everywhere. I was so supremely happy to be on my way home for the first time since Nov. 16, 1941 - almost a lifetime ago.

Heavy overcast prevented any view of England, Scotland or Ireland as we headed northwest for Iceland, our next stop. The flight was only 5½ hours but we were famished upon arrival and went immediately to the mess hall, but it was between meal periods. However the tables were all set up, even with stacks of bread, but it was WHITE bread - and that was a mistake! I hadn't seen anything but coarse, heavy brown bread with crusts so thick that they never even bothered to wrap it for transportation. I grabbed a slice and was eating Angel Food Cake! No butter, no jam, just that most wonderful-tasting "cake". Within a few minutes there wasn't one piece of bread to be found in the entire room - we had eaten it all. The cooks weren't all that happy but we surely were.

After a day and a half of incessant, gale force winds, we finally departed bleak Iceland on 1 June for another 5½ hour flight to the ice-covered island of Greenland. The closer we got the larger the icebergs became and more closely packed. And we had to gain altitude to near 14,000 feet to clear the snow and ice on the island itself, and then take ½ hour to drop back down again into a fiord, jump another iceburg and land on that uphill runway. It was after 2000 hours but daylight. In fact, it never did get dark, and the sun was shining at 0200 when we were awakened for our last leg of the flight!

Takeoff was at 0500, again having to clear that same iceburg at the end of the runway, then fly down the fiord until we gained sufficient altitude to get out of that canyon. We were the 45th ship to take off - both B-17s and B-24s - and we were soon passing those taking off earlier. It was a mad dash for home. But not making it any easier, we flew into a front that kept getting higher and higher. We had no oxygen masks but soon were at 15,000 ft. and not above that overcast and were in and out of clouds. I was near the waist window trying to get some sun to warm up a bit - it was plenty cold with no heavy clothing - and I saw a B-17 off to our right. In a few minutes I could see that he was on a collision course with us - same altitude and a bit ahead of us. Just then we went back into another dark cloud, and I walked over and put on my parachute! My first and only time to wear one but I was sure it might be necessary in a short minute or two. But several minutes passes and nothing, then out into sunshine again. But there wasn't another ship visible, anywhere.

We were the first plane over Bradley Field, Conn., circled to land and were cut off by a B-17 that was intent on landing first - and he did. But who cared - WE WERE HOME!!

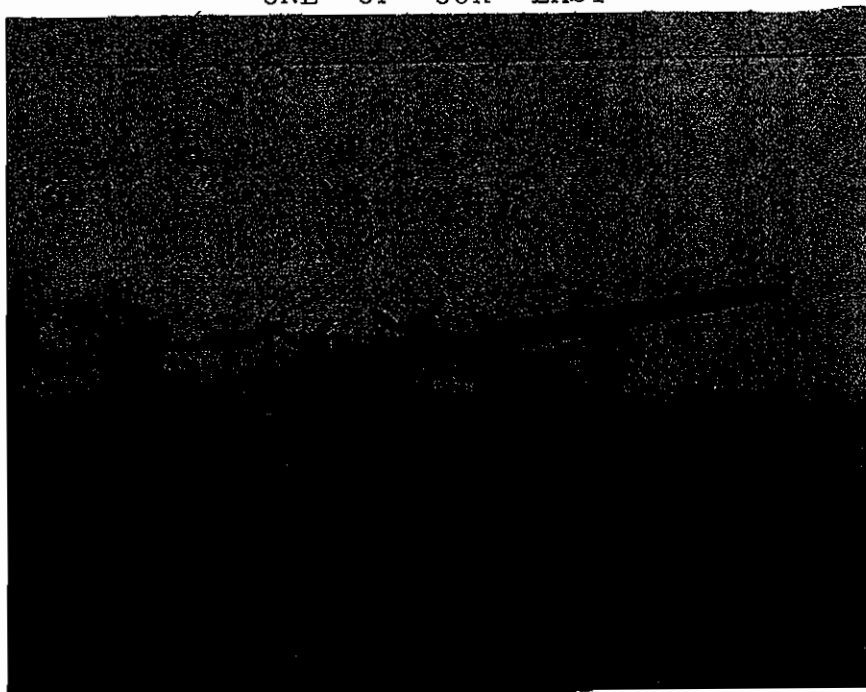
The personnel who flew home were split up and sent by rail to air bases closest to their homes where they were given a 30 day furlough, rest and recuperation.

After this rest we were told to regroup at a base located near Sioux Falls where we learned that the 44th Bombardment Group was being disbanded! That was both good news and bad. Good news because we would not be going back overseas to assist in the final assault on Japan; bad because we would not be permitted to remain at Sioux Falls long enough to catch the arrival of the rest of the Squadron - and Group - in order to meet and say goodbye to our friends and buddies. Those we left behind at Shipham would be arriving at the base, but after we had been sent to other air bases in the U.S.

It seems that those not flying back to the States were once again given an Atlantic crossing on the Queen Mary. As with us, they were given the same furlough and instructions to regroup at Sioux Falls. Unfortunately, the timing was not synchronized and I never had the opportunity to see or hear from my friends again. Each man was sent to air bases generally as close to his home town as possible where, if he chose, he was given his discharge soon after V-J Day.

Leon Jaquay, Carl Hall and I, being from the West coast, out California way, were assigned to work on B-29's based at Kirtland Field, Albuquerque, New Mexico, arriving there August 2nd, 1945. We spent the remaining days of the war there, doing very little. With the surrender of Japan officially recorded on 15th August, there was no more war, and we were soon on our way to becoming civilians again! It was finally over!!

ONE OF OUR LAST



B-24J #42-95531 B No Name - 67th Squadron

"LINE" PERSONNEL

One often hears the words "Grease Monkey" used when referring to the men working out on the line. But this description or term is unfortunate and most incorrect, having more reference to the backyard, shade-tree mechanic than the men who cared for their airplanes. There really was very little to compare between the two "mechanics".

Most of us out on the line received many weeks of classroom training on all elements involved with an aircraft. We were schooled in tools and their usage, basic electronics, basic instruments, hydraulic principles, propellers, combustion engines, electric motors, airframes, etc. Throughout all this basic training there was absolutely no "mechanical" repair training, no disassembly of engines, systems, etc. No aircraft mechanic was trained to, or was expected to, dis-assemble or repair engines - or any other mechanical fixture on an airplane in the field. There simply can be no margin for error by field mechanics working on any equipment operating on a vehicle that flies. Consequently, there can be no "repairs" by line or field personnel, except of course, in extreme emergencies. Instead, whenever an item fails, or which is suspected in need of attention, it was replaced. We were not "fixers", we were replacers. And there was little need of ever "greasing" any item on these airplanes.

Basically, our job was to preflight the airplane before each mission, which entails a complete verification that all is well with the craft both visually as well as the start and run-up of all four engines. By careful observance of all instrument involved with each engine we could judge the relative merit of that engine knowing what the tolerances were. If the instruments indicated variances beyond acceptable minimum/maximum limits, we then took the proper action to correct. And correction in most cases would be replacement, i.e., replace magnetos, spark plugs, instrument sensors, etc. After the flight it was again necessary to verify with the pilot and engineer whether the aircraft operated as it should; if problems developed, we then corrected it before the next flight. Battle damage often required the assistance of the sheet metal men to repair and patch. Their repairs consisted of reinforcement of structural damage and then patching. Naturally, after all flights it was necessary to refuel and to add oil if necessary, keeping the tanks full as necessary or as directed. Occasionally on long scheduled flights, we again "topped off" the tanks with gasoline to absolute maximum to ensure full flying time.

And, as mechanics, we fit the mold perfectly for the old army maxim, "Hurry up and wait". For the early missions or for any mission, really, we were out on the line at least three hours before the proposed take-off, and usually more than that. We hurried along to get that pre-flight completed in case that trouble, if found, could be corrected prior to take-off. But once that certification of OK was made, we had nothing left to do except wait - wait until the combat crew arrived and assist them in any way we could, and wait until they were airborne and mission underway. Then it was either wait some more in case of an early return and then head back for the messhall to eat before trying to catch up on sleep.

There are several degrees of waiting and waiting for the return of the formation from a raid is a "sweat" job; waiting at its worse. Many of us found that working with our hands helped keep the mind off the returning planes and lowered the tension. So we usually carried something around in our pockets to work on wherever we had to wait - even in the mess lines. Many of us worked with plexiglass - salvaged from battle damaged glass - making objects with the aid of saws, files, crocus cloth and elbow grease. We'd file the object to shape, then polish it so that it was quite pretty. We made all sorts of rings with various designs, attractive, but brittle. We made pendants, again, of various sizes, shapes and designs, and I'm sure that many girls from the surrounding area became owners of this sort of craftsmanship. I made letter openers, used soft fine copper wire to make names, heated it to melt it into the plexiglass, etc. My last project proved more of a challenge (and I never used it) being a cigaret lighter. The drilling out, filing and polishing the inside of the fuel chamber proved rather difficult and took many weeks, but I got past that hurdle, found the mechanical parts in Norwich and got them installed, along with a hinged, fitted cover over the flame wick. Today it sits in the bottom of my box of memorabilia gathering dust - but it served its purpose very well passing the time so that waiting was less painful.

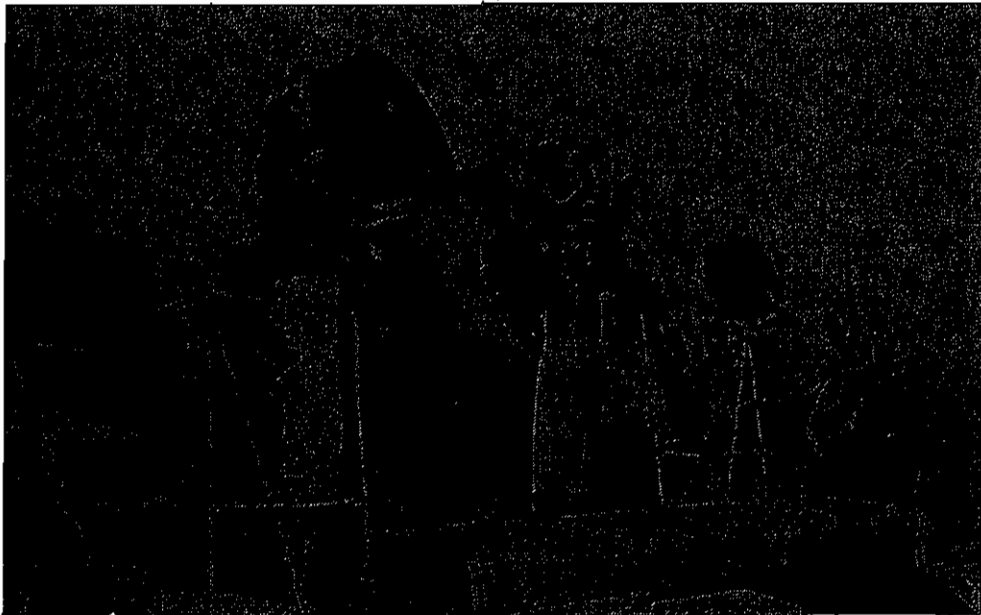
We mechanics were joined by the other specialists out on the line but who are seldom mentioned anywhere. These are the instrument men who maintained the instruments; the sheet metal men who must repair all of the battle damage possible without calling in the sub-depot people; the gas truck drivers, the propeller specialists, material supply room personnel, parachute rigging, oxygen supply, etc. All of our jobs were centered around the mission and the plane. Ordnance and armament personnel, of course, were vital to the operational missions, often preceding us to the ships to load the bombs, sometimes unload and reload them, ammunition for the guns as well as the upkeep of the guns themselves. We were not alone out there as these others performed their tasks and melted into the background. So the hurry and wait - and wait was not our private domain.

Also, in retrospect, the emphasis placed by many these days on records of strings of operational missions without early returns - abortives - seems overdone. Abortives happened all too often, especially in the early learning days but the blame for them or credit for non-abortives often was unfair. A ground crew really has little control over the many causes of early returns and so are victims of chance in many cases. Abortives due to run-away propellers, supercharges malfunction, frozen machine guns or oxygen masks, a piston that fails all are causes for early returns that are most difficult if possible at all to ascertain in any preflight activities. They simply happen as all mechanical items are prone to do. There were "ghost" problems that occurred in the air, bringing back a ship, but nothing could be substantiated when checked out. The reverse was true as well, many pilot would refuse to return, continued on into the mission, for reasons all his own.

Assuredly, skill in analyzing instruments or, careful questioning of the pilots and engineers, and wide knowledge of combat conditions were assets of many successful crew chiefs, but they were

also the assets of those suffering through abortives, too. Only one small critical failure anywhere on that large aircraft and the stigma of an early return was stamped upon you, never to be erased.

KEEPING THEM FLYING



L to R: M/Sgt. M. Bagley, S/Sgt. Baur, Sgt. Michael Chayka and apparently Sgt. Charles Moore on engine. Flight Chief Bagley just couldn't keep away from an engine change that is nearing completion.

REPORT OF THE 27 ORIGINAL CREWS

44th BOMB GROUP

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CREW POSITIONS	COMPLETED TOUR	MISSING IN ACTION KILLED IN ACTION	RELIEVED - DUE TO INJURY	INCOMPLETE OR TRANSFERRED	KILLED IN A/C ACCIDENT	INTERNED OR P.O.W.	NOT COMPLETED NOW IN GROUP	
Pilots	8	9	0	5	1	4	0	27
% of pilots	30	39	00	18	4	15	0	
Co-Pilots	6	17	0	2	0	2	0	27
% of Co-pilots	22	63	0	7.5	0	7.5	0	
Navigators	7	11	2	0	1	5	1	27
% of Navigators	26	40.5	7.5	0	4	18	4	
Bombardiers	5	14	1	0	1	5	1	27
% of Bomb.	18	52	4	0	4	18	4	
Engineers	10	14	0	0	0	3	0	27
% of Engineers	37	52	0	0	0	11	0	
Asst. Engineer	7	11	2	3	0	4	0	27
% of A. Eng.	26	40.5	7.5	11	0	15	0	
Radio Operator	6	15	0	2	0	4	0	27
% of Radio Op.	22	55.5	0	7.5	0	15	0	
Asst. Radio Op.	3	14	3	2	1	4	0	27
% Asst. Radio	11	52	11	7.5	4	15	0	
Gunners	8	15	1	1	0	2	0	27
% of Gunners	29	55.5	4	4	0	7.5	0	
Total Personnel	60	120	9	15	4	33	2	243
% of Total	25	49	3.7	6	2	13.6	1	100

NOTE: Included in the "Relieved because of Injury" column is one Assistant Radio Operator who died of wounds and one Bombardier that died in the hospital as a result of pneumonia, not directly due to operations.

Source: Frame #1106, Microfilm History of the 44th BG.

COMBAT OFFICERS

Jacob A. Augenstine	0789432	Navigator	KIA	3/08/43 ¹
Thomas E. Bartmess	0726980	Navigator	KIA	5/15/43
Robert H. Bishop	0353495	Navigator	POW	5/14/43
Robert W. Blaine	0423910	Pilot	KIA	3/08/43
Richard C. Brown	0727161	Co-Pilot	KIA	3/22/43
Robert I. Brown	0727162	Pilot	POW	5/14/43
Charles W. Bryant	0727309	Bombardier	KIA	2/15/43
Paul D. Caldwell	0727313	Bombardier	KIA	2/15/43
William R. Cameron	0727169	CO-Pilot	Completed Tour	
Harold C. Cook	0662333	Navigator	KIA	2/16/43
Arthur V. Cullen	0403881	Pilot	POW	2/15/43
James F. DeVinney	0727322	Bombardier	POW	8/16/43
Robert E. Forrest	0727979	Co-Pilot	KIA	3/08/43
Charles B. Franklin	0789463	Co-Pilot	KIA	2/15/43
Winthrop T. Frazee	0727328	Navigator	KIA	2/16/43
Morton P. Gross	0727336	Bombardier	KIA	3/08/43
Haldon R. Haywood	0727341	Bombardier	POW	5/14/43
William E. Hill	0727342	Bombardier	POW	5/14/43
J. B. Long	0438007	Pilot	KIA	2/16/43
William J. Hall	0401119	Pilot	Medical release	
Donald W. MacDonald	022367	C.O.	KIA	2/15/43
John F. McCormick	0728010	Co-Pilot	KIA	2/16/43
John D. Mackey	0662351	Navigator	KIA	2/15/43
Thomas C. Mayen	0726923	Bombardier	KIA	3/08/43
Edward R. Mitchell	0728013	Pilot	Interned 8/1/43	
Howard W. Moore	0402027	Pilot	Completed Tour	
Rufus A. Oliphant	0397270	Pilot	KIA	2/15/43
Chester L. Phillips	0421129	Pilot	KIA	5/14/43
Clyde E. Price	0398584	Pilot	KIA	3/08/43
Malcolm Rawls	0661659	Bombardier	KIA	3/22/43
Robert K. Walker, Jr.	0662399	Navigator	POW	3/22/43
Gideon W. Warne	0404099	Pilot	KIA	3/22/43
Charles E. Wilkes	0728042	Navigator	KIA	2/15/43

COMBAT ENLISTED MEN

*Charles A. Arnold	Gunner	POW	2/15/43	Helena, Georgia
*Norman A. Breniser	Gunner	KIA	3/10/43	Gresham, Oregon
*Albert L.J. Boutin	Gunner	KIA	2/15/43	Hartford, Connecticut
Deloros R. Brumagin	Radio	Intern	8/01/43	Wattsburg, Penna.
*Harry B. Burns	Radio	KIA	2/25/43	Absecon, New Jersey
Julio G. Castellotti	Gunner	Intern	8/01/43	San Jose, California
*Richard E. Cate	Gunner	KIA	5/14/43	Hampton, Nebraska
*William C. Crigger	Gunner	KIA	2/16/43	Detroit, Michigan or Pendleton, Indiana
Orna A. Cottingham	Radio	KIA	2/16/43	Reedsburg, Wisconsin
Michael J. Denny	Engin.	POW	5/15/43	Shortsville, New York
*Deane J. Devars	Gun	POW	3/08/43	Orleans, Nebraska
*Frank N. Doria	Gunner	KIA	3/08/43	Maspeth, L.I., New York
William E. Douthit	Gunner	KIA	2/15/43	Ellijay, Georgia
Albert W. Emery	Engin.	KIA	2/15/43	Grand Island, Nebraska
*Kenneth L. Erhard	Gunner	POW	3/08/43	Curwenville, Penna.
*Charles E. Falls	Gunner	KIA	3/22/43	Birmingham, Alabama
Louis J. Fleshman	Tail G.	KIA	2/08/43	Albany, New York
*Charles C. Forehand	Gunner	POW	5/14/43	Nashville, Tennessee
*Richard E. Frye	Gunner	KIA	2/15/43	Palo Alto, California
Guy E. Gandy	Engin.	KIA	3/22/43	Davis, Oklahoma
Dale A. Glaubitz	Gunner	POW	5/14/43	Sidney, Nebraska
Cecil D. Goddard	Gunner	KIA	2/15/43	Atlanta, Georgia
*Roy E. Gosline	A. Eng.	KIA	3/08/43	Decator, Alabama
Barney J. Grabowski	Gunner	KIA	5/14/43	Detroit, Michigan
Nickolas C. Gritsonis	Gunner	KIA	3/22/43	Chicago, Illinois
*Charles P. Hammond	Gunner	KIA	3/22/43	Metairie, Louisiana
*James A. Helley	Gunner	KIA	2/15/43	Elizabeth City, N.Car.
*Gaylord F. Hubbard	Gunner	KIA	5/14/43	Blockton, Iowa
Donald E. Jester	Radio	KIA	3/08/43	Ashtown, Arkansas
Norman H. Jones	Radio	KIA	3/22/43	St. Louis, Missouri
Roy L. Klingler	Tail G.	KIA	5/14/43	Portland, Oregon
*Lester G. Klug	Tail G.	POW	3/22/43	Deland, Florida
*Oscar Kreissig	Radio	KIA	3/08/43	New Britain, Connecticut
Ralph C. Lawrence	Gunner	KIA	2/16/43	Wayne County, Michigan
Clyde Littell	Engin.	KIA	2/15/43	Detroit, Michigan
Gabriel A. Marquez	Gunner	KIA	3/22/43	Denver, Colorado
Donald C. McGinnis	Gunner	KIA	2/16/43	Kalamazoo, Michigan
*Thomas McKirsey	Gunner	KIA	2/15/43	Houston, Texas
*George R. Millhausen	Gunner	KIA	5/14/43	St. Louis, Missouri
Odis E. Nelson	Engin.	Medical	1943	Colbert, Oklahoma
George L. Nored	Engin.	KIA	3/08/43	Mobile, Alabama
*Jessie M. Norwood	Gunner	POW	2/15/43	Wynnewood, Oklahoma
Stephen E. Parker	Gunner	KIA	2/16/43	Brockton, Massachusetts
Edward W. Phillips	Gunner	KIA	5/14/43	Ft. Worth, Texas
George B. Price	Radio	MIA	5/14/43	Oakhurst, New Jersey

* Denotes men not on Original Air Crew Roster, Sept. 12, 1942

67th SQUADRON'S ORIGINAL

COMBAT ENLISTED MEN

Dalton R. Snell	Engin.	KIA	3/08/43	Marked Tree Arkansas
Raymond C. Stephens	Engin.	KIA	2/16/43	Lakeview, Texas
Edward Sufka	Tail G.	KIA	3/08/43	Hillman, Minnesota
John L. Susan	Engineer	POW	5/14/43	Llewellyn, Pennsylvania
August Ullrich	Gunner	POW	5/14/43	Brooklyn, New York
*Gilbert A. Wandtke	Radio	POW	5/24/43	Manawa, Wisconsin
Samuel S. Weiser	Radio	KIA	2/15/43	Brooklyn, New York
*Benjamin F. White	Gunner	KIA	3/08/43	Rockland, Maine
Don J. Williams	Gunner	KIA	3/08/43	Amarillo, Texas
Leroy R. Winter	Engin.	Escaped=Italy		Orland, California
David H. Woo	Gunner	MIA	2/15/43	Seattle, Washington
Iris C. Wyer, Jr.	Gunner	POW	3/08/43	Clarksburg, West Virg.
Roy J. Yeatts	Gunner	MIA	10/1/43	Farmville, Virginia

THE FOLLOWING MEN WERE IN THE ORIGINAL

AIR ECHELON BUT THERE IS NO RECORD OF COMBAT:

Leonard M. Alwert	Cheyenne, Wyoming
Tom Clements	Boise, Idaho
William H. Gesse	Bellingham, Washington
Gonzolo L. Gomez	Superior, Arizona
Martin P. Hanley	Chicago, Illinois
Frank J. Hart <i>3 Missions</i>	Monmouth, Missouri
Kenneth R. Laughton	Pacific Grove, Calif.
Frank O'Shields	Miami, Florida
Edward O. Shotwell	Chicago, Illinois
Charles E. Westervelt	Muskogee, Oklahoma

* Denotes men not on Original Air Crew Roster, Sept. 12, 1942

THE INSIGNIA OF
THE 44th BOMBARDMENT GROUP (H)

The ever-familiar insignia of the renowned 44th Bombardment Group (H) is the "Flying Eight Ball". Its value lies in its uniqueness and adoption than in its significance. It was an insignia designed by Major Henry V. Hart, then Group Intelligence Officer, during August - September of 1942, while our air echelon was at Grenier Field, New Hampshire, just prior to leaving on Foreign Service. The insignia, of course, signifies the tough luck of the 44th had during 1941 and 1942 when they were an OTU unit which sent out cadres and trained other organizations for overseas service while they remained in the States. In addition to this, they also had quite a bit of trouble while pulling submarine patrol over the Gulf of Mexico. All along the line many little, odd incidents added to the list which marked the 44th as a hard-luck organization.

The insignia was then designed upon recommendation and suggestion of the Group Commander, Colonel Frank H. Robinson. Our insignia is very distinctive and is used, with variation, by all four squadrons and the group headquarters. The insignia with a striped nose is the one which represents our headquarters, and the different colors on the nose are that of the four squadrons. The eight ball for the 66th Bomb Squadron has a solid RED nose; the one for the 67th Bomb Squadron has a solid YELLOW nose; the one for the 68th Bomb Squadron has a solid WHITE nose; and the one for the 506th Bomb Squadron has a solid GREEN nose. Our insignia is one which is widely recognized by both friend and foe.

COLOR SCHEME OF THE "FLYING EIGHT BALL"

BORDER	Black
BACKGROUND	Red
BALL	Black
WINGS	Blue
NOSE	Red, Yellow, White and Green
BODY and TAIL	Yellow

HEADQUARTERS
WILL ROGERS FIELD
OKLAHOMA

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SPECIAL ORDERS)
NUMBER 203)

Aug. 21, 1942

E X T R A C T

1. War Department, Washington, Subject: The following named officers and EM of the 44th Bomb. Group (H) AAF, by rail, without delay, to the New York Port of Embarkation reporting upon arrival thereat to the Commanding Officer not later than 25 Aug. 1942 for further instructions:

67th Squadron Enlisted Men

Pfc. Thomas Alderson	T/Sgt. Mercer U. Clark
Cpl. Martin R. Anderson	Sgt. Earnest R. Clevenger
Sgt. Malcom Charles Arthur	Cpl. David T. Collie
T/Sgt. George N. Baccash	Cpl. William J. Condon
Cpl. Sheldon R. Bagen	Cpl. Ernest W. Conrad
T/Sgt. Marion W. Bagley	Cpl. Ira O. Coody
Cpl. Joseph E. Bailey	Pvt. Ben F. Cowell
Pvt. Frank V. Balascovits	Pvt. Howard D. Cox
Sgt. Victor Batchler	Sgt. Quinnie Q. Crews
Pvt. R. F. Baumgartner	Cpl. William C. Crigger
Sgt. Lester H. Baur	Pfc. Tony A. Cruz
Cpl. Francis W. Bealey	Cpl. Clarence J. Daniels
S/Sgt. Vincent W. Beau	Pfc. Albert W. Davis
Cpl. Joseph H. Becnel	T/Sgt. Randall D. Davis
Sgt. Robert Beddingfield	S/Sgt. Robert W. Davis
Pvt. Steven Belonick	Pvt. James L. Demi
Cpl. Ellsworth E. Bemis	Pvt. Fred F. Derkits
Cpl. Charles J. Benner	Pvt. Dean J. Devars
Cpl. William C. Berger	Sgt. Frank N. Doria
Sgt. Harry J. Besarick	Pvt. Robert H. Eddings
Cpl. Wade F. Bond	Pfc. Joseph L. Edelstein
Pvt. Woodrow W. Boyd	Pvt. Leonard W. Ellis
Pvt. George B. Brand	Cpl. Kenneth J. Erhard
Cpl. William P. Branson	Pvt. Donald A. Evans
Pvt. Robert P. Breland	Cpl. John M. Evans
Pvt. Norman A. Breniser	Sgt. Charles E. Falls
Cpl. Jean F. Bressler	Sgt. Chester R. Farrington
Pvt. Davis L. Brookins	Pvt. Allen A. Fitch
Cpl. Leonard W. Broussard	T/Sgt. William A. Fitzgerald
Pvt. Bruce H. Brown	Pfc. Henry O. Flister
Pvt. Calvin N. Brown	Pvt. Grady M. Fogelman
Sgt. Walter L. Brown	Pvt. Jim E. Formby
Sgt. Howard E. Brunner	Cpl. Philip A. Fretz Phillip A. Fretz
Sgt. Willie J. Burress	Pvt. Richard E. Frye
S/Sgt. John C. Byrnes	Pvt. Albert Fusco
Pvt. Frank A. Calabrese	Pvt. Joseph W. Gallagher
Pvt. Everette Cassells	Pvt. Elbert H. Gallatin
Cpl. Sidney C. Calloway	Pvt. Benjamin R. Garten
S/Sgt. Michael F. Chayka	Pvt. William C. Gatling
Cpl. Carl W. Chipman	Pfc. Jack M. Gelfand
Sgt. Frank J. Chowanski	Pvt. Gola Gibby
S/Sgt. John H. Christenson	Cpl. Joseph Goeddy
Sgt. Edwin R. Cisinski	

Pvt. Irving Gordon
Pvt. Henry Gorecki
Pvt. Roy E. Goslin
Pvt. Charles E. Green
Pvt. Fred W. Green
Pfc. Tom M. Green
Cpl. Lawrence J. Greene
S/Sgt. Herman Green
Pvt. Bernard A. Greenfield
Pvt. Gerald L. Grett
Pvt. V. F. Griffin
Sgt. Fred M. Griffith
Pvt. Horace H. Grisham

Pvt. Carl C. Hall
Cpl. Joseph B. Hall
Pvt. Lynn G. Hall
Pvt. James F. Hamby
Pvt. John R. Hamilton
Pvt. John N. Hammerstrom
M/Sgt. Edward P. Hanley
Pvt. David W. Harris
Pvt. Jack I. Harris
S/Sgt. Oscar B. Harville
Pfc. William A. Hayes, Jr.
Pfc. Rudolph Hodal
S/Sgt. Ray F. Hodgens
Pvt. Aaron L. Helphrey
Pvt. F. J. Hickman
Pvt. George R. Hill
Pvt. Cordis V. Hopper
M/Sgt. Stephen J. Horvath
Pvt. Victor G. Houck
Sgt. Ernest J. Howell
Pvt. Gaylord F. Hubbard
Pvt. Melvin O. Hubler
T/Sgt. Jack M. Hurrle
Pfc. George G. Huston

S/Sgt. Albert J. Jansen
Pvt. Dean W. Johnson
Cpl. Harold C. Johannsen
Cpl. Thayne L. Johnson
Sgt. Vivian K. Johnson
Pvt. Joseph J. Jurko

Pvt. Waldemar Kandel
Pvt. Arthur H. Karlsrud
Cpl. Joseph Kindl
Cpl. Eugene C. King
Cpl. James S. Kipple
Cpl. Lester G. Klug
Pvt. Leonard J. Knapp
Pfc. Edward J. Kota
Pfc. Robert L. Kunkel
Pvt. Edward H. Knaga

Sgt. Alva R. Laws
Pfc. William T. Leitzel
Pvt. Michael R. Long
Pfc. Andrew H. Lucas
Cpl. Clemence Lukaszewski
Pvt. Claude W. Lundy

Cpl. Barney Mares
Cpl. Max D. Marsh
Cpl. Benjamin J. Martin
Pvt. Frank Maruszewski
Cpl. Tony Mastradome
S/Sgt. Louis Mastronardi
Pvt. Raymond Matel
Pvt. Ernest G. McCabe
Pvt. Alfred J. McCarthy
T/Sgt. Robert M. McDonald
Sgt. Horace P. McGee
Cpl. Leo L. McCreery
Pvt. Thomas McKinsey
Sgt. Raymond L. McNamara
Pvt. John C. McPherson
Pvt. George V. Mears
Pvt. William Michaelson
Pvt. Michael J. Michalik
Pfc. Lloyd A. Miller
Cpl. George R. Millhousen
Pvt. Wesley T. Mitchell
Sgt. Charles W. Moore
Sgt. George W. Moore
Pvt. Cornelio Mora
Pvt. William B. Morgan
Sgt. James R. Morton
Pvt. Otis H. Murphy
Pfc. James E. Murray

Pvt. Thomas P. Nally
T/Sgt. Francis J. Namiotka
Cpl. Ernest L. Nance
Pvt. Vincent J. Nazaro
Cpl. Frank J. Neve
Pvt. Jesse M. Norwood
Sgt. George W. Nugent
Cpl. James Nykodem

Sgt. Alan F. Oberlin
Pvt. Norbert W. Oberman
M/Sgt. Thomas C. Osmundson
Pfc. James Otto
Sgt. Delbert J. Owens

Sgt. Ralph D. Perry
Pvt. Donald L. Peterson
Pvt. Ongelo Pierson
Sgt. Mathew J. Pishkur
Sgt. Phillip Planskowitz
Sgt. Samuel Palmer

Sgt. Cecil D. Poehls	Cpl. Joseph C. Teresi
Pvt. Willis L. Pounders	Pvt. Leo O. Thatcher
T/Sgt. James Prince	Sgt. Moody E. Thompson
Pvt. Joseph W. Rhein	Sgt. Leo Thuette
Pvt. John H. Reed	Sgt. Joe Tilson
Pvt. Lewis D. Rinn, Jr.	Pvt. Peter Trapani
Sgt. Claire E. Rogers	T/Sgt. Michael Ulosovich
Pvt. Clemmer O. Roland	Cpl. David Unger
Cpl. Thomas E. Rook	S/Sgt. Oswin J. Unterreiner
Pvt. William E. Roschie	S/Sgt. Menno Unruh
T/Sgt. Robert W. Ryan (1st Sgt.)	
Cpl. Raymond S. Saavedra	Pvt. Raymond Van Aekeren
S/Sgt. Millard F. Sawyer	Pfc. Dwight E. Vanderpol
Pvt. Arthur W. Schoop	Cpl. Martin J. Vodinelick
Pvt. Edward A. Schwarz	Sgt. Herman Wagenfuhr, Jr.
Pvt. Robert H. Schindler	Sgt. Harold R. Weedman
Cpl. Ernest Seal	S/Sgt. William M. Welford
Sgt. Jack P. Shepherd	Pvt. Forrest K. Welling
Pvt. Vern D. Sherwood	Pfc. Berton P. Whitemore
Pvt. Charles C. Shimkus	S/Sgt. Sam W. Widner
M/Sgt. Emery M. Shimmel	Sgt. David L. Wightman
Pvt. Sam S. Skiba	Pvt. Carl F. Willison
M/Sgt. Joseph H. Snyder	Pvt. Elton L. Wilson
Cpl. Frederick Soloman	Pvt. Woodrow Wilson
Cpl. Henry T. Stanford	S/Sgt. Edwin Winer
Cpl. Walter Stiewe	Cpl. Clifford Wold
Pfc. William Stillwagon	Cpl. Courtland Woodruff
Pvt. Carl E. Stoddard	Sgt. John B. Worley
Pvt. James L. Stowers	
Sgt. Milos C. Strickland	Pvt. Alvin York
T/Sgt. Edwin J. Suravage	Pvt. Stephen Yurasich
Pvt. Willie L. Swank	
Pfc. Joseph Swingle	

NOTE: 67th Officers not identified on orders. Are combined with all squadron and headquarters personnel.

MORRISON FIELD, WEST PALM BEACH, FLORIDA

2 February 1943

OPERATIONS ORDERS #38

506th SQUADRON

The following named personnel will proceed in aircraft as indicated from Morrison Field to _____ reporting upon arrival to the _____ for duty and assignment:

B-24D #41-24191 CACTUS		
Pilot	1st Lt. Virgil P. Fouts	0-437434
Co-pilot	2nd Lt. Frank Navas	0-730577
Bombardier	2nd Lt. Joseph L. Brenner	0-727081
Navigator	2nd Lt. Robert H. Seaman	0-663420
Engineer	T/Sgt. Eldo A. Russell	18070094
Radio Oper.	T/Sgt. Richard K. Nordquist	16020714
Asst. Eng.	S/Sgt. Edward W. Lindau	36012770
Asst. R.O.	S/Sgt. Jerry H. Wieser	39247916
Gunner	S/Sgt. Clement C.L. Boulanger	39380612
Passenger	2nd Lt. Willard L. Michaels	0-730568
	Asst. Operations Off.	
B-24D #41-24282 RUTH-LESS		
Pilot	1st Lt. Frank D. Slough	0-1699168
Co-pilot	2nd Lt. Richard S. Jones	0-726251
Bombardier	2nd Lt. Henry W. Scott	0-663318
Navigator	2nd Lt. Lester Warner	0-791651
Engineer	T/Sgt. James E. Caillier	19074060
Radio Oper.	T/Sgt. Dan Kennon	38102848
Asst. Eng.	S/Sgt. Elwood W. Harbison	13079408
Asst. R.O.	S/Sgt. Herman Seigfeldt	6890587
Gunner	S/Sgt. Robert A. Griffin	16055757
B-24D #41-24235 EARTHQUAKE McGOON		
Pilot	1st Lt. Walter I. Bunker	0-791385
Co-pilot	2nd Lt. Richard D. Butler	0-728527
Bombardier	2nd Lt. Henry R. Zwicker	0-728529
Navigator	2nd Lt. William P. Newbold	0-791619
Engineer	T/Sgt. Loy L. Neeper	38046799
Radio Oper.	T/Sgt. Gerald D. Mason	17034081
Asst. Eng.	S/Sgt. Alfred M. Klein	32337637
Asst. R.O.	S/Sgt. Warren K. Kooken	19078958
Gunner	S/Sgt. Kenneth A. Klose	37276328
Passenger	Capt. John W. Swanson	0-431385
	Sq. Ops. Officer	
B-24D #41-24283 OLD CROW		
Pilot	1st Lt. Nathaniel H. Graham	0-861924
Co-pilot	2nd Lt. Harold J. Laudig	0-422277
Bombardier	2nd Lt. Joseph J. Young	0-726101
Navigator	2nd Lt. David E. McCash	0-663396
Engineer	T/Sgt. Melvin E. Davis	39826546
Radio Oper.	T/Sgt. Frank J. Juskowski	16047065
Asst. Eng.	S/Sgt. Maurice H. Dobbins	16055011
Asst. R.O.	Sgt. Norman C. Kiefer	16044919
Gunner	S/Sgt. Albert G. Kerns, Jr.	39310090
Passenger	Capt. Olaf W. Allison	0-388155
	Flight Surgeon	

Operations Order #38 (cont'd)

B-24D #41-24201 0 BALDY & HIS BROOD

Pilot	1st Lt. William H. Strong	0-790886
Co-pilot	2nd Lt. Lyle S. Davenport	0-791397
Bombardier	2nd Lt. Thomas A. Flaherty	0-661606
Navigator	2nd Lt. Lloyd G. Fretwell	0-662039
Engineer	T/Sgt. Edgar O. Hamel	11020820
Radio Oper.	T/Sgt. Clarence W. Nelson	19072513
Asst. Eng.	S/Sgt. Lemuel B. Fleming	20407441
Asst. R.O.	S/Sgt. Vernon O. Haas	36222196
Gunner	S/Sgt. Orville W. Kapp	16091631

B-24D #42-40068 LYNN BARI

Pilot	Capt. William N. Anderson	0-411678
Co-pilot	2nd Lt. Stanley F. Olson	0-730588
Bombardier	2nd Lt. Charles M. Shaw	0-661667
Navigator	1st Lt. Ronald S. Allen, Jr.	0-408633
Engineer	T/Sgt. Walter N. Goodson	35255236
Radio Oper.	S/Sgt. Allie T. Herne	18059989
Asst. Eng.	S/Sgt. George E. Hartney	15101530
Asst. R.O.	S/Sgt. Oscar Ferkauff	38157563
Gunner	S/Sgt. Edward E. Coldiron	35452621
Passenger	Major James C. Beam	0-40627
	Squadron Comm. Officer	

B-24D #41-24295 WICKED WITCH

Pilot	1st Lt. James C. McAtee	0-659743
Co-pilot	2nd Lt. Douglas B. Myers	0-730575
Bombardier	2nd Lt. Sidney S. Bank	0-727615
Navigator	2nd Lt. Richard L. Schiefelbusch	0-663417
Engineer	T/Sgt. William J. Mears	37282895
Radio Oper.	T/Sgt. Frederick T. Wolf	36233230
Asst. Eng.	S/Sgt. Joseph R. Duncan	33281841
Asst. R.O.	S/Sgt. George E. Christensen	37281658
Gunner	S/Sgt. Stanley W. Glemboski	36196961
Passenger	1st Lt. James E. Meiner, Jr.	0-854363
	Sq. Engineer Officer	

B-24D #41-24234 Mr. 5 x 5

Pilot	1st Lt. George (NMI) Rebich	0-659760
Co-pilot	2nd Lt. Thomas B. Hobson	0-791426
Bombardier	2nd Lt. Preston E. Baden	0-730830
Navigator	2nd Lt. Thomas I. Hyde	0-728214
Engineer	T/Sgt. Richard H. Williams	12031124
Radio Oper.	T/Sgt. Richard E. Tuttle	19064422
Asst. Eng.	S/Sgt. Earnest J. Cutshall	34174154
Asst. R.O.	S/Sgt. Lawrence B. Kallal	16051552
Gunner	S/Sgt. Dale W. Maury	39172877
Passenger	M/Sgt. Gordon J. Dunaway	19015172

By order of Lt. Col. Haskins:

SUMMARY OF CREWMEN CASUALTIES

SQUADRONS:	66th		67th		68th		506th	
	KIA	Other	KIA	Other	KIA	Other	KIA	Other
1942-3	125	83	162	110	98	59	35	43
1944	70	93	79	116	137	173	96	228
1945	23	22	9	1	10	23	10	15
TOTALS	218	198	250	227	245	255	141	186

TOTAL KIA 859 Includes other than 44th personnel.
TOTAL OTHER 866 Includes WIA, POW, Internees, etc.
TOTAL CASUALTIES 1725

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SUMMARY OF AIRCRAFT INCIDENTS

SQUADRONS:	66th	67th	68th	506th	Total
1942-3	24	29	14	8	75
1944	17	18	30	33	98
1945	4	1	5	3	13
TOTALS	45	48	49	44	186

DETAIL OF AIRCRAFT INCIDENTS

DITCHED	1	6	2	2	11
COLLIDED	1	3	1	1	6
CRASHED	6	0	4	2	12
CRASH LANDED	7	4	5	4	20
INTERNEED	3	4	7	3	17
SHOT DOWN	27	31	30	32	120
TOTALS	45	48	49	44	186

Statistics based upon subjective classification of elements.