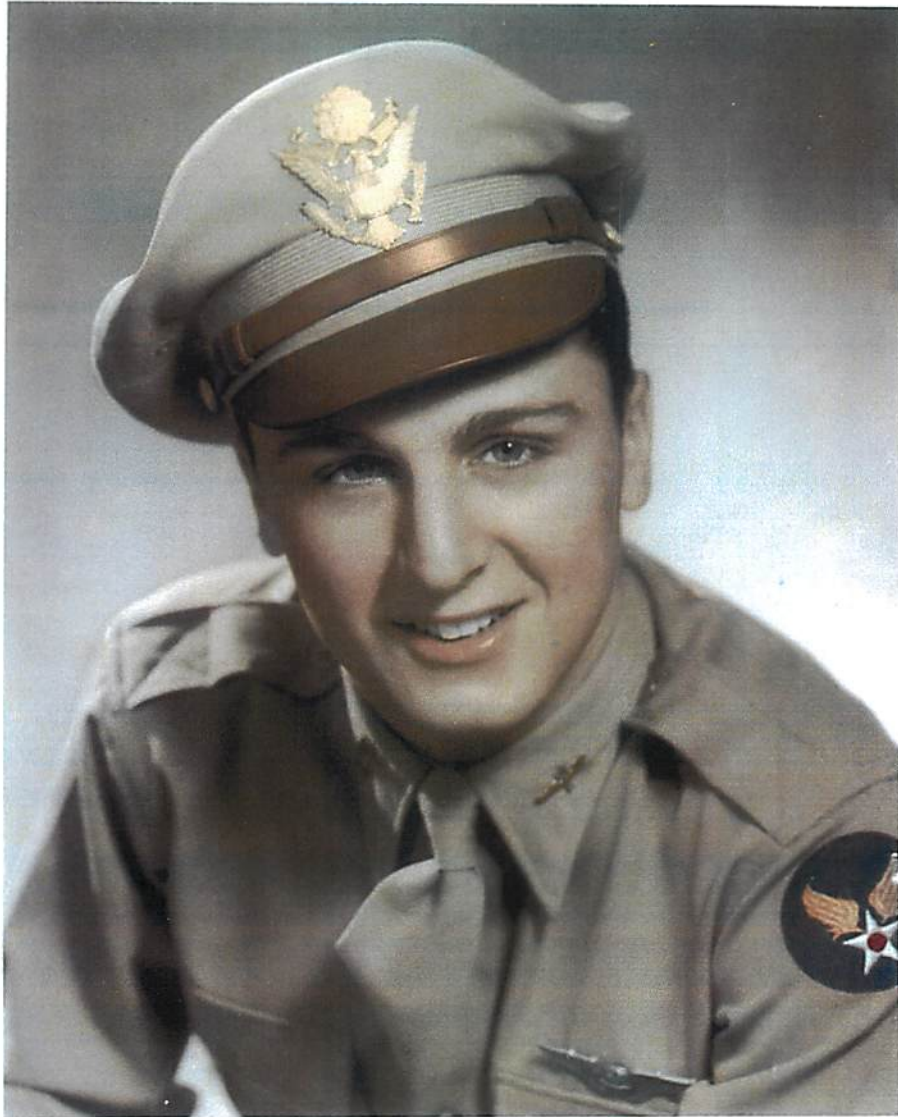


“MY MEMORIES” WORLD WAR II



by

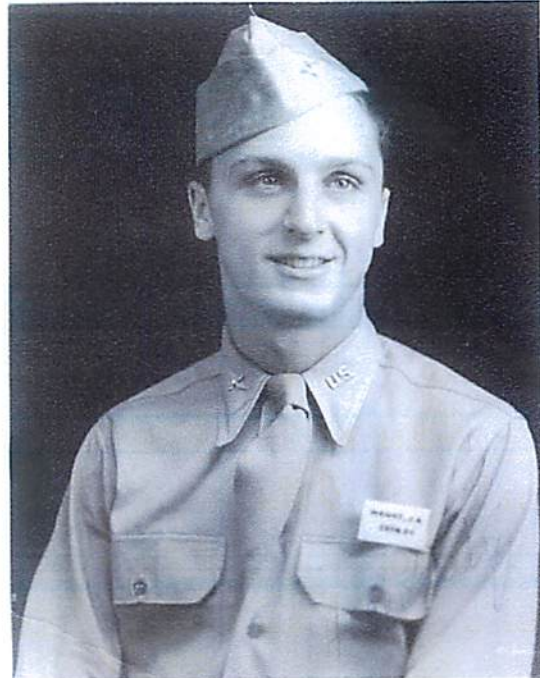
JOHN ALAN WRIGHT, SR.

ALAN IN WWII

By JOHN ALAN WRIGHT, SR.

I was a fraternity pledge at the Univ. of Cincinnati when the announcement over the radio told us of the Japanese bombing of Pearl Harbor and the declaration of war in Dec., 1941. As a pledge, I was helping to serve lunch at the Pi Kappa Alpha Fraternity House. We were all incensed by the Japanese aggression and figured we'd all be involved in the war, although we had college exemptions that would keep us out for awhile. We all took it in stride. The following year, 1942, I signed up for Aviation Cadet training, figuring that since I had to serve, I'd rather get into flying than live in muddy foxholes. A lot of friends and acquaintances were volunteering and being called up. The war was not going well for the U.S., and duty was calling. Four months later I was called to active duty at Ft. Harrison in Indianapolis, Indiana, so I kissed my parents and siblings goodbye in Toledo and traded my civilian clothes for a uniform. My first two weeks, I served at Keesler Field, Biloxi, Mississippi. We were bugled up at 4:30 AM each day to march and get instruction on being a soldier. Being with a bunch of guys my age in this new environment was exciting. We couldn't get too wild, since we were restricted to the base.

In May of 1943, I was shipped to Shreveport, Louisiana, to a little college campus (Centenary) for "school" training and 10 hrs. flight training in a Piper Cub. The schooling was easier for me because of my college training and I



Aviation Cadet J. A. WRIGHT
U. S. Army Air Corps
1943

acted as a platoon sergeant in drilling because of my ROTC experience. I became friends with a couple of guys and we enjoyed doing things together in town on weekends. The townspeople were very hospitable and we had many free dinners. We also got to date some of the girls who were on campus. It was a very pleasant time in my life. We all put on a show in July, in which I played piano with the orchestra.

In August I was shipped to San Antonio, Texas, for testing. The psychomotor and physical tests were tough! At my request, I was assigned to navigation

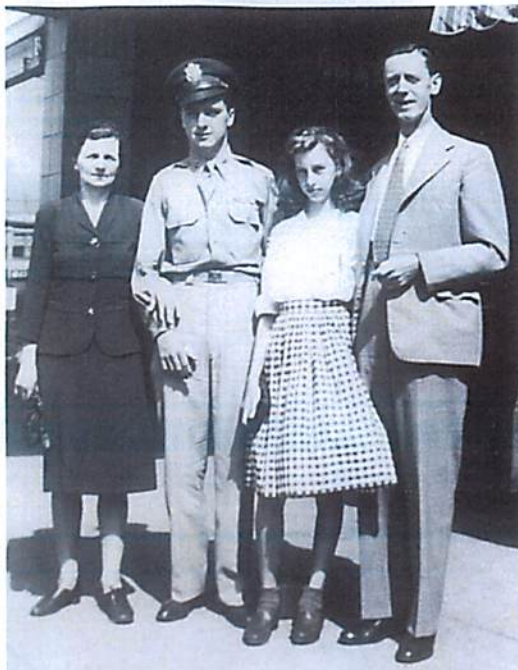
training and spent a month in pre-flight training at Ellington Field, near Houston, before being shipped to Navigation School at San Marcos (near Austin) for four months. The book-learning wasn't too tough, but I was sick on my first 7 training flights. I almost got "washed out" because of nausea. We filled up the compass covers until they drilled holes in them, then we had to use bags. When one of the navigators got sick, the odor in the cabin was enough to make anyone sick! It takes some time to get used to looking at a bouncing map in flight. A number of our flights were at night to practice celestial navigation and on one of our trips the weather forced us to stay overnight in Allentown, Pennsylvania. We were well treated by the townspeople (especially the girls) in the towns where we stayed. The shortage of young men and the attraction of a uniform made for very pleasant times; the war seemed far away. When I graduated from Navigation School in April, 1944 as a Second Lieutenant, I had been in the military for a year and enjoyed the experience and the people. From here on things got more serious. Following graduation, I was sent to Roswell, New Mexico, to get trained as a "bombigator" on B-25 medium bombers used in the Pacific. That was cancelled (thank God) and I was reassigned to B-17 training (heavies) in Sioux City, Iowa, where I was assigned to a crew.



"ICE COLD KATIE"

Mom, Dad, Dave, and Margaret came down to visit on Memorial Day before we

left for overseas (tough time for Mom).



L-R: Mom, Alan, Margaret, Dad

We then picked up a new plane in Kearney, Nebraska and flew it from Goose Bay, Labrador, to Nuts Corner, Ireland, all by ourselves. Radio silence was observed all the way until we contacted the field in Ireland. No navigation aid for me after we left the coast - it was a long 11 hours! After a few weeks training, we were ready for combat!



We were assigned to the 306th Bomb Group in Thurleigh, some 10 miles north of Bedford, England. We lived in Quonset type huts and used bicycles to get around on the base between the Officers Club and the barracks, or the theater, or the briefing room. The weather from July to

November was overcast most of the time. There were three of us living in the room I occupied. My other two roommates had a dozen combat missions under their belts. If you were assigned to fly, they'd wake you up about 3 AM to get dressed, eat in the mess hall and report to the briefing room.



Lt. Wright in barracks

I flew 30 combat missions in four months and we flew a couple of practice missions for each combat mission to familiarize us with formation, rendezvous and navigation procedures. We learned to fly in close formation, which was a great deterrent to enemy fighter attacks. Losses were not publicly advertised - we learned by word of mouth and tried to downplay them. We had a job to do and concentrated on doing our best. I think being a navigator kept me busier than most, so I didn't have time to think about what might happen. While I was flying,

our biggest enemy was flak over the target. There were times when shrapnel (flak) flying thru our compartment was a little unnerving! We'd count holes in the plane when we got home. On mission #16 over Wilhelmshaven, my flak suit saved my life, stopping a 3 - inch piece of flak that hit me on the chest.



"My flak suit saved my life"

I do remember seeing a swarm of enemy fighters dive thru a formation ahead of us. We were all at our guns. After 10 missions with my original flight crew, I was selected as a "lead navigator", which meant I flew in one of the lead planes as part of a "lead crew". Consequently, I only had to fly 30 missions, while others had to fly the standard 35 missions at that time. Lucky me!



**Navigator Al, & Bombardier Erv
Keepman, standing in front of a
captured German plane.**

After take off, we met at a specified area, and climbed as we fell into formation before heading toward the continent. It could take as long as 18 minutes for a whole group to make a circle together. Good planning was essential. It has been as long as 3 hours after takeoff before we left Britain! It was cold up there (minus 40 degrees F) and we were unpressurized. I wore an electric suit and shoes and an oxygen mask. We also wore heavy flight gear to protect us in case the electrical system failed. I wore silk gloves to allow me to plot our course and still keep my hands warm. Also, bare fingers would stick to the cold metal of the plane and machine guns. We talked to each other over the roar of the engines using a throat mike and headset. The black puffs of flak over the target were silent because of the noise of our engines. It was a frightening thing to see the dense concentrations of flak over the target, knowing you had to fly thru it. You could feel it punching holes in

the ship.

My longest mission was 9 - ½ hours in the air; we relieved ourselves in open-ended cans. The liquid quickly turned to ice. In order to move to another section of the airplane, we had to disconnect our lines and use a walkaround oxygen bottle. The lead planes were the only ones with bombsights and group leads had an extra navigator, plus radar. On the way across the North Sea toward the continent, we would each fire a short burst on our machine guns to make sure they worked. I had a single 50 caliber machine gun on each side of the nose, behind the bombardier. The group lead usually had an officer in the tailgun position to report on the status of the formation behind us. The navigation maps laid out a zig-zag route to the target, dodging the areas with heavy flak until we got to the target. The lead navigator was responsible for getting to the fighter escort rendezvous point at the right location, altitude and time. I was on my feet most of the time, looking at the ground, taking drift readings and plotting



Navigator Wright finding the target.

our course. I was in constant touch with the pilot.

At the end of each mission, we were queried by intelligence about how things went and what we saw. Then we all got a hearty meal with a shot of whiskey and headed back to the barracks.

We got two or three-day passes periodically and this resulted in trips to Bedford or perhaps to London, where we celebrated in the way most young people celebrated: wine, women and song. We enjoyed ourselves, and the English people were very hospitable. My old high school buddy, Bob Hubbard, was stationed in London with Supreme Headquarters. He came up to the base for a visit in October, then visited Grandpa Baillie with me in Motherwell, Scotland, after I finished my tour.

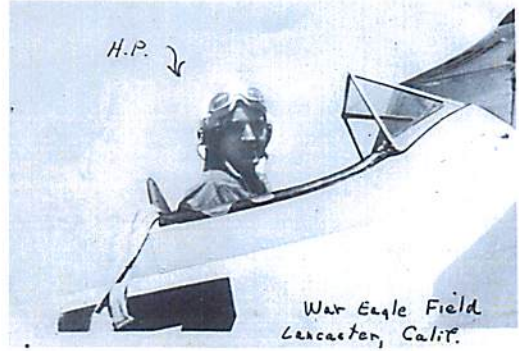


Al visiting Grandpa Baillie and Aunt Cathy in Motherwell, Scotland November, 1944



**"Wings start sproutin" June - 1945
Al with the Stearman (PT-13)**

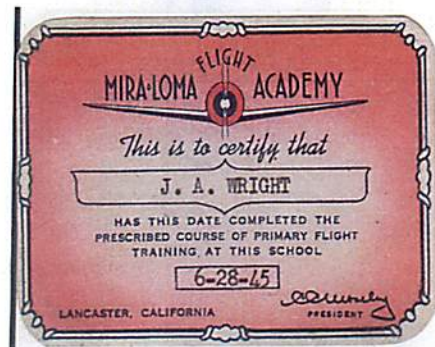
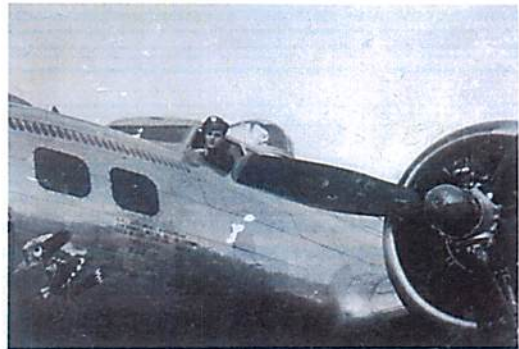
In December 1944, I returned to the States



Al Soloed May 21, 1945!

by boat. I subsequently entered pilot training, completed Primary Flight Training in Lancaster, California and was honorably discharged in September, 1945 after 10 hours solo training in an AT-6 at Marana Field, Tucson.

I enjoyed my time in the Air Corps. It was an exciting experience at a time when the world was at war. I was lucky to escape unscathed and was able to enjoy the benefits of the GI Bill in completing my college education and in purchasing a home in California. I am grateful!



MY HOME IN ENGLAND



The Base At Thurleigh, England - Quonset Huts on the right were our living quarters.



Jeeps were used for transportation.

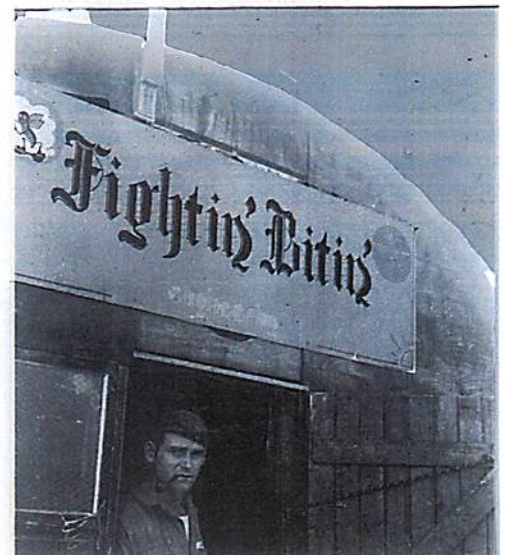


SQUADRON OPERATIONS

Office where Missions are planned.



Sometimes Magellan would use a bicycle for local transportation.



Squadron Headquarters
8th Air Force- 1st Div.- 40th C.B.W.-
306 B.G.-369 Squadron

CREW NO. 4138



Kneeling: Sgt. John T. Gorman, Atlanta, Georgia; Sgt. Rolly A. Davis Jr., Philadelphia, Pennsylvania; Sgt. Buster R. Davis, Springlan, Utah; Sgt. Don R. Wilson, Burlington, Iowa.
Standing: S/Sgt. Robert D. Gilmont, Archer, Nebraska; 2nd Lt. J. A. Wright, Toledo, Ohio; F/O E. W. Keepman, Watertown, Wisconsin; 2nd Lt. A. P. Johansen, Hasbrouck Heights, New Jersey; 2nd Lt. A. F. Glynn, Janesville, Wisconsin; S/Sgt. Fred J. Reinke, El Campo, Texas.



"ICE COLD KATIE"

A TYPICAL MISSION



Part of the crew! Magellan second from right.



B-17's lined up getting ready for take off!

A TYPICAL MISSION (continued)



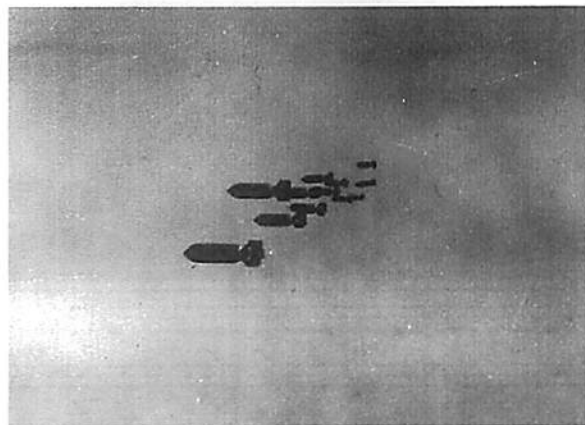
"Forming up"



"From The Navigator's Window"



Flak over the target!



"Bombs Away"



Bombs strike the target!



"Leaving the smoking ruins"

A TYPICAL MISSION (continued)



"Back Again Over England" A Long Day!



Lieut. John A. Wright, Navigator on a Flying Fortress, he was cited for guiding his aircraft to enemy targets in Europe and manning his gun in repelling enemy fighter attacks. His parents are Mr. and Mrs. David P. Wright, 2617 Goddard Rd.

10 Toledoans Recipients Of War Awards

Lieut. John Wright Receives DFC In England

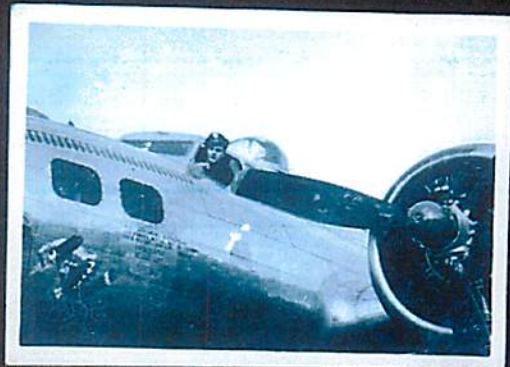
Ten Toledo men have received awards for action in service in European and Mediterranean theaters of operation, according to Army dispatches received yesterday.

Lieut. John A. Wright, 21, son of Mr. and Mrs. David P. Wright, 2617 Goddard road, has been awarded the Distinguished Flying cross at an Eighth Air force bomber station, England. The award, for "extraordinary achievement" was announced by the commanding officer, Col. James S. Sutton, Findlay, O. The lieutenant formerly was a student at the University of Cincinnati.



U.S.

U.S.



Discharged from the United States Army Air Force



Army of the United States

CERTIFICATE OF SERVICE

This is to certify that

JOHN A WRIGHT O-719 196 First Lieutenant
3024th Army Air Force Base Unit

*honorably served in active Federal Service
in the Army of the United States from*

8 April 1944

to

29 September 1945

Given at

SEPARATION CENTER, Camp Beale, California

on the

29th

day of

September

19 45

C. L. Cox

C.L. COX,
Lt. Col. Infantry

DISCHARGE (Continued)

MILITARY RECORD AND REPORT OF SEPARATION CERTIFICATE OF SERVICE

1. LAST NAME - FIRST NAME - MIDDLE INITIAL WRIGHT JOHN A			2. ARMY SERIAL NUMBER 0 719 196		3. AVS. GRADE 1st Lt	4. ARM OR SERVICE AC	5. COMPONENT AUS
6. ORGANIZATION 3024th Army Air Force Base Unit			7. DATE OF RELIEF FROM ACTIVE DUTY 29 Sep 45		8. PLACE OF SEPARATION Separation Center Camp Beale California		
9. PERMANENT ADDRESS FOR MAILING PURPOSES 4670 San Sebastian Ave Oakland California				10. DATE OF BIRTH 23 Apr 23		11. PLACE OF BIRTH California	
12. ADDRESS FROM WHICH EMPLOYMENT WILL BE SOUGHT See 9				13. COLOR EYES Blue	14. COLOR HAIR Brown	15. HEIGHT 5'10"	16. WEIGHT 145 lbs.
17. NO. OF DEPENDENTS 0	18. RACE <input checked="" type="checkbox"/> WHITE <input type="checkbox"/> NEGRO <input type="checkbox"/> OTHER (specify)	19. MARITAL STATUS <input checked="" type="checkbox"/> SINGLE <input type="checkbox"/> MARRIED <input type="checkbox"/> OTHER (specify)		20. U.S. CITIZEN <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	21. CIVILIAN OCCUPATION AND NO. Student 00-999		


MILITARY HISTORY

22. REGISTERED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	23. LOCAL S. S. BOARD NUMBER 12	24. COUNTY AND STATE Cinn Ohio		25. HOME ADDRESS AT TIME OF ENTRY ON ACTIVE DUTY 2617 Goddard Rd Toledo Ohio		
26. DATE OF ENTRY ON ACTIVE DUTY 8 Apr 44		27. MILITARY OCCUPATIONAL SPECIALTY AND NO. Navigator 1034				
28. BATTLES AND CAMPAIGNS Normandy Northern France GO 33 WD 45 Rhineland GO 40 WD 45						
29. DECORATIONS AND CITATIONS Air Medal with Three Clusters GO #404 1 BD (1944) Distinguished Flying Cross GO #562 1 BD (1944)						
30. WOUNDS RECEIVED IN ACTION None						
31. SERVICE SCHOOLS ATTENDED None				32. SERVICE OUTSIDE CONTINENTAL U. S. AND RETURN		
		DATE OF DEPARTURE	DESTINATION		DATE OF ARRIVAL	
		18 Jun 44	European African		19 Jun 44	
		22 Dec 44	Middle Eastern Theater		30 Dec 44	
				United States		
33. REASON AND AUTHORITY FOR SEPARATION Relieved from Active duty RR 1-5 (Demobilization) TWX AFPMP 2560 15 Aug 45						
34. CURRENT TOUR OF ACTIVE DUTY						
CONTINENTAL SERVICE			FOREIGN SERVICE			35. EDUCATION (years)
YEARS	MONTHS	DAYS	YEARS	MONTHS	DAYS	OPINAR SCHOOL
0	11	9	0	6	13	8
						HIGH SCHOOL
						4
						COLLEGE
						2

INSURANCE NOTICE

IMPORTANT IF PREMIUM IS NOT PAID WHEN DUE OR WITHIN THIRTY-ONE DAYS THEREAFTER, INSURANCE WILL LAPSE. MAKE CHECKS OR MONEY ORDERS PAYABLE TO THE TREASURER OF THE U. S. AND FORWARD TO COLLECTIONS SUBDIVISION, VETERANS ADMINISTRATION, WASHINGTON 25, D. C.

36. KIND OF INSURANCE		37. HOW PAID		38. Effective Date of Allotment Discontinuance		39. Date of Next Premium Due (one month after 38)		40. PREMIUM DUE EACH MONTH		41. INTENTION OF VETERAN TO		
Nat. Serv.	U. S. Govt.	None	Allotment	Direct to V.A.						Continue	Continue only	Discontinue
<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		30 Sep 45	31 Oct 45	6.50			<input checked="" type="checkbox"/>		

42.  RIGHT THUMB PRINT	43. REMARKS (This space for completion of above items or entry of other items specified in W. D. Directives) Lapel Button Issued ASR Score (12 May 45) 71											
44. SIGNATURE OF OFFICER BEING SEPARATED <i>John A. Wright</i>						45. PERSONNEL OFFICER (Type name, grade and organization - signature) <i>E. S. SORENSEN</i> E. S. SORENSEN Captain QMC						

THEN AND NOW



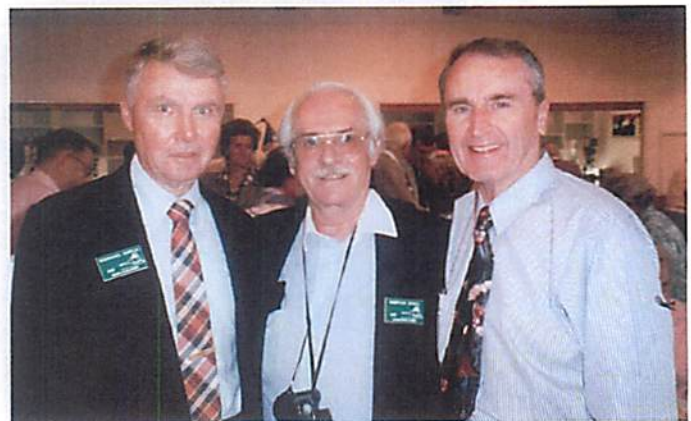
Navigator Bombardier Pilot
Wright Keepman Johansen
Thurleigh, England - 1944



Navigator Bombardier Pilot
J.A. Wright E.W. Keepman A.P. Johansen
San Diego, Calif. - Sept., 2000



Bombardier and Navigator
E.W. Keepman and J.A. Wright
Thurleigh, England - 1944



Pilot Bombardier Navigator
A. P. Johansen E.W. Keepman J.A. Wright
Bedford, England - 1992

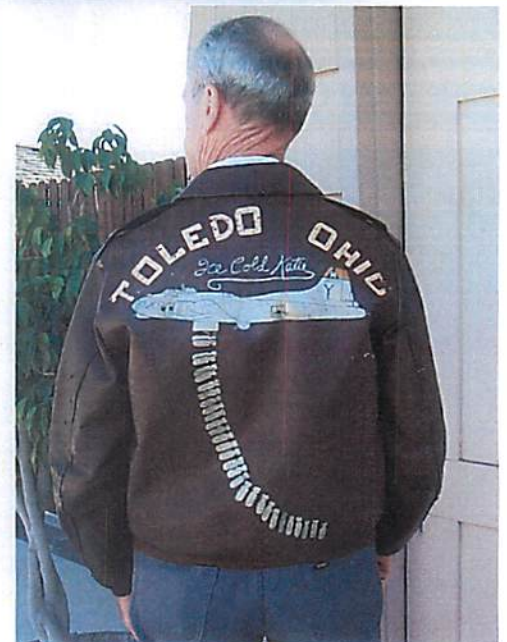
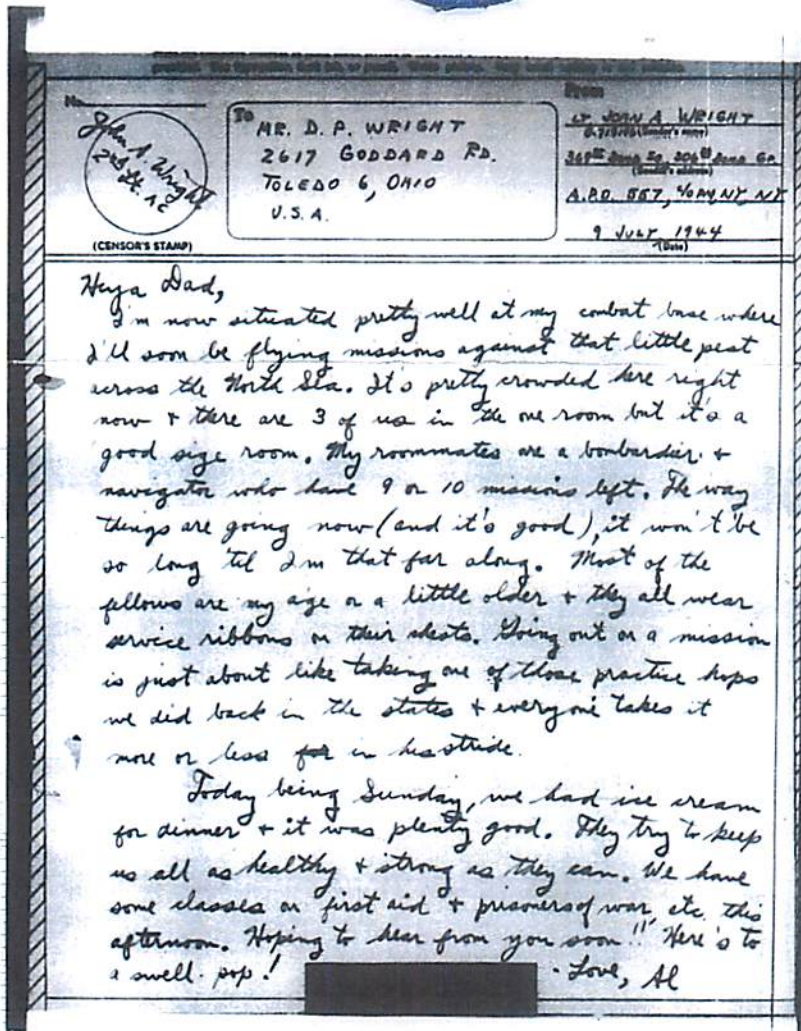
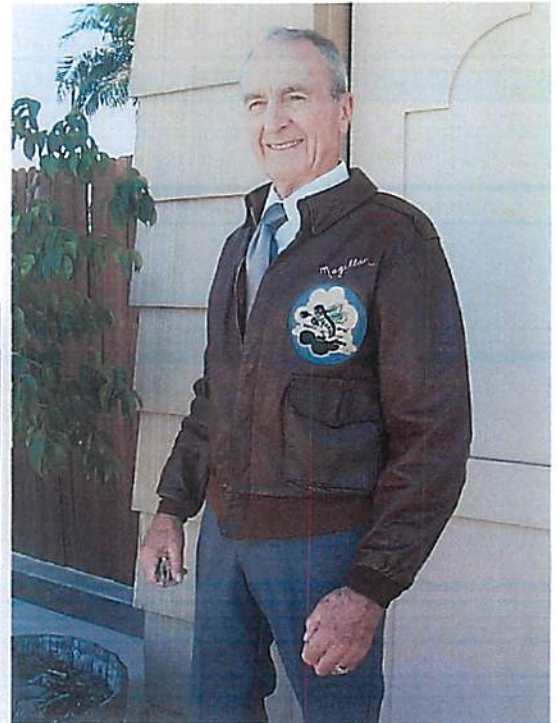
THURLEIGH 306 REUNION 1992



J. A. WRIGHT standing by the Memorial to all who died from the 306th Bomb Group during WWII. Thurleigh England 1992



J. A. WRIGHT
Aug. 27, 1992 Thurleigh, England



"V-MAIL" (Cheaper and Quicker)

AWARD FROM THE FRENCH GOVERNMENT

*Le Consul Général de France
à Los Angeles*

August 24, 1999

Mr. John Alan WRIGHT
718 Toussau Drive
Fullerton CA 92831-1940

Dear Mr. Wright,

I have the great pleasure and the honor to inform you that you have been selected, as a Veteran of World War II, to receive a diploma issued by the French Secretary of Veteran Affairs and by the President of Basse Normandie Region to all the American Veterans who took part in the Normandy landing on June 6th, 1944 and to the following combats for the liberation of France.

I would like to avail myself of this opportunity to express once again the gratitude of my country for your decisive contribution and your courage who have made this possible and I wish you a good reception of this diploma.

Thanking you again, I remain,

Sincerely

Guy Yelda
Guy YELDA



11,836 Wilshire Boulevard, Suite 500 - Los Angeles, California 90024 - Tel. (310) 253 3874 - Fax. (310) 477 0585

RÉPUBLIQUE FRANÇAISE
MINISTÈRE DE LA DÉFENSE
SECRETARIAT D'ÉTAT À LA DÉFENSE, CHARGÉ DES ANCIENS COMBATTANTS
CONSEIL RÉGIONAL DE BASSE-NORMANDIE

DIPLÔME

de reconnaissance de la France envers les soldats des armées alliées, engagés dans les combats du débarquement en Normandie et de la Libération 1944-1945

à Monsieur Wright John Alan

1944 1945

CONSEIL RÉGIONAL BASSE-NORMANDIE
Le Président du Conseil Régional de Basse-Normandie
Sénateur du Calvados
Hans
René GARREC

SECRETARIAT D'ÉTAT À LA DÉFENSE
chargé des Anciens Combattants
Le Secrétaire d'Etat à la Défense
chargé des Anciens Combattants
J.P. Masseret
Jean-Pierre MASSERET

Le 25 Août 1999

Copyright 1999 by Jean-Pierre Masseret

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WASHINGTON, DC 20515-0939
(202) 225-4111
FAX: (202) 226-0155

303 NORTH HARBOUR BOULEVARD
SUITE 300
FULLERTON, CALIFORNIA 92732
(714) 992-8881
(949) 220-2411
FAX: (714) 992-1668

UNITED STATES
HOUSE OF REPRESENTATIVES



EDWARD R. ROYCE
Thirty-ninth District-California

INTERNATIONAL RELATIONS
Subcommittees:
Chokwe, Africa
Asia and the Pacific
BANKING AND FINANCIAL SERVICES
Subcommittees:
Financial Institutions and
Consumer Credit
Capital Markets, Securities and
Government Sponsored Enterprises

January 28, 1999

Mr. John A. Wright
718 Toussau Drive
Fullerton, CA 92831-1940

Dear Mr. Wright:

It is a great honor for me to present you with the Medal of the Jubilee of Liberty, bestowed by the government of France out of gratitude for your participation in the Battle of Normandy during the Summer of 1944.

You and your fellow servicemen bravely undertook the greatest invasion in the history of mankind for the noblest cause: to uproot and destroy tyranny, and the dark shadow it cast across Western Civilization. You helped to restore liberty and put freedom in its place. The annals of history already have highlighted your accomplishment as one of unparalleled significance.

From the beaches of Normandy—Omaha and Utah—to the hedgerow country of Bayeux and Cherbourg, our American forces fought valiantly and with great self-sacrifice. The United States of America and its future generations are indebted to you, not only for the service you rendered but for the example you set in defending liberty for us all.

In addition to your medal, I am enclosing a U.S. flag with a certificate, certifying that it was flown over the U.S. Capitol in your honor. Your certificate of appreciation from the government of France will be forwarded to you as soon as it is received.

Sincerely,

EDWARD R. ROYCE

Enclosures



*Certificate of Special
Congressional Recognition*

*Presented to
John Alan Wright*

"We will always remember. We will always be proud. We will always be prepared, so we may always be free."

-President Ronald Reagan, Normandy, France -June 6, 1984

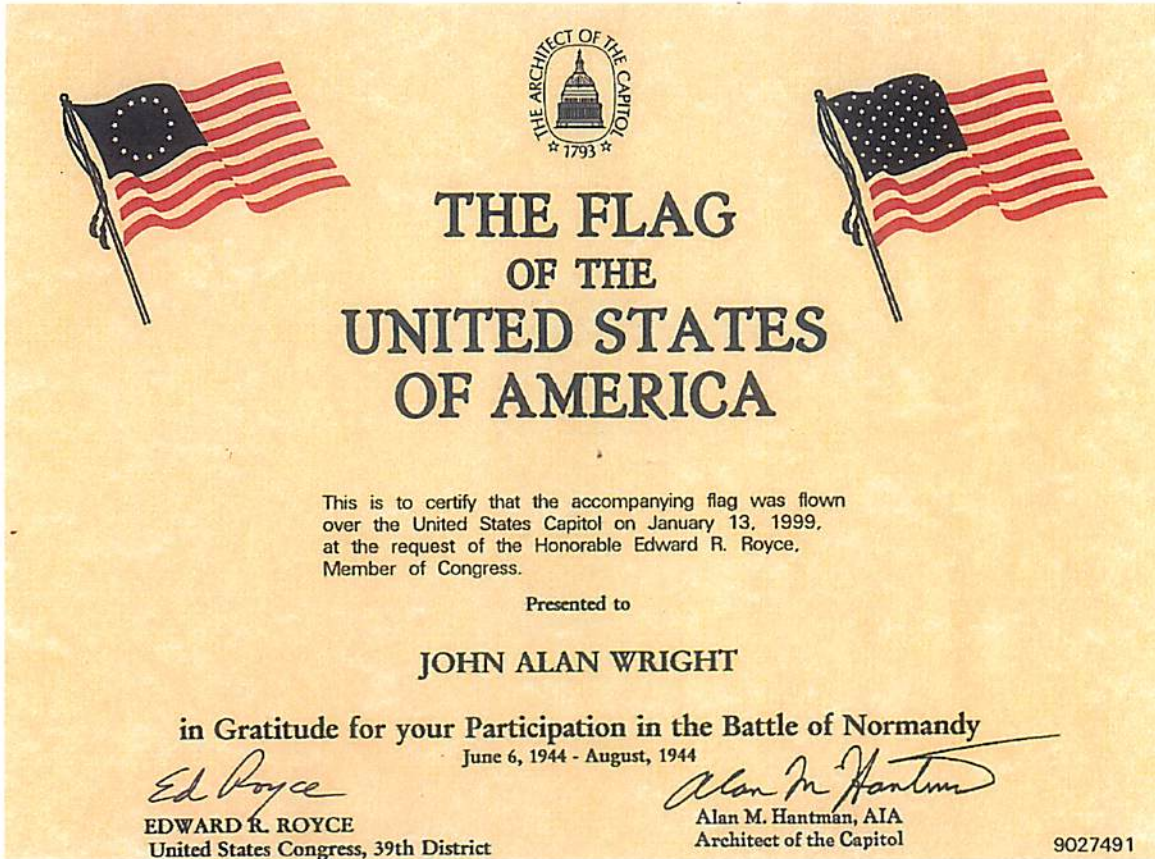
*in recognition of outstanding and invaluable
service to the community.*

August 25, 1999

DATE

MEMBER OF CONGRESS

United States Of America Congressional Award



*In Oct., 1999, Alan
received a special flag
and French medal for his
Air Force support of the
Normandy landing
during WW2.*

COMBAT

DIARY

1944

“Magellan” kept a diary of all the missions he was in during his tour and cut out a relevant article from the Stars and Stripes newspaper.

COMBAT
DIARY

JOHN A. WRIGHT


This is an Automatic Mechanism. The red triggers open and close the rings, when pressed back.

COMBAT

DIARY



U.S. EIGHTH AIR FORCE
ENGLAND

Lt. John A. Wright
0-719196 [1st Div, 40th Wing]
369 Bomb. Sq. 306 Bomb. Gp.
APO. 557 
%PM, NY, NY
Thurleigh (TL) - Bedford

Navigator - B-17G

GROUP LEADS * *	_____	5
SQUADRON LEADS X	_____	7
2 ND NAVIGATOR ✓ ✓	_____	2
GP. DEPUTY ✓	_____	2
Wing Lead φ	_____	5 (2 were deputy)
Div. Lead ☆	_____	1

Completed 30-mission tour
on 16 Nov. 1944.

Original Crew:

Lt. A. P. Johansen (P)	1/SGT. J. T. Gorman (BG)
Lt. A. F. Glynn (CP)	1/SGT. R. A. Davis (WG)
Lt. J. A. Wright (N)	1/SGT. B. R. Davis (TG)
Lt. E. W. Keepman (B)	also ^{SGT.} D. R. Wilson (WG)
1/SGT. F. J. Reinke (E)	
1/SGT. R. D. Gilmore (RO)	

RAIDS - July 17 - Nov. 16, 1944

①	Ham, France	July 17		5½
②	Peenemunde	18		9
③	Rudolphstadt	20		8
④	St. Lo	24		4
⑤	St. Lo	25		4½
⑥	Merseberg	28		8
⑦	Munich	31		8½
⑧	Anklam	Aug. 4		9¾
⑨	Brandenburg	6		8¾
⑩	Ulm	9		8
⑪	Evreux, France	13		4
⑫	Florennes, Belgium	14	✓ φ	7½
⑬	Bohlen	16		8
⑭	Merseberg	24		8½
⑮	Peenemunde	25	✓✓ φ	9½
⑯	Wilhelmshaven (Almost Berlin)	27	✓ φ	8
⑰	Kiel	30		7
⑱	Ludwigshaven	Sept. 3	*	8
⑲	Ludwigshaven	8	*	7
⑳	Eisenach	11	*	7½
㉑	Unna	19	*	6½
㉒	Frankfurt	25	*	7
㉓	Cologne	27	*	6½
㉔	Kassel	Oct. 2	*	7
㉕	Ruhland	7	** φ	9
㉖	Cologne	15	** φ	6
㉗	Mannheim	19	✓★	6
㉘	Hannover	22	** φ	8
㉙	Frankfurt	Nov. 5	**	7½
㉚	Aachen	16	**	6

Time from takeoff to landing →

They Brought Me
Back!!

- 557 - Ice Cold Katie
- 143 - Satan's Lady
- 975 - Kerna E.
- 693 -
- 619 - Flack Shack
- 301 - Bouncin' Baby
- { 574
- PFF { 767
- { 658
- { 197
- { 124
- 297 - How Soon
- 896
- 558 - Peckers
- Casa de Umbrigo

#

JULY 17, 1944

5 1/2 HRS.

HAM, FRANCE
(Bridge)

#1 - JULY 17, 1944
Midnight communique

Allies keep up the pressure

Shaef communique at mid-
night:—

PRESSURE by the Allied
Forces has led to
further minor penetrations
in the enemy positions in
Normandy.

Some of our patrols are across
the flooded basin of the Ay
River near Lessay, and to the
east, just north of Periers. Les
Milleries has been taken after a
short advance.

We are threatening the lateral
road Periers-St. Lo, in the vicinity
of the Le Mosnil Vigot, after
taking Romilly-sur-Lozen. Our
patrols are now east and south-
east of Evrecy, although we have
not occupied the town.

BRIDGES HIT

Strong forces of heavy bombers
this morning attacked railway
yards at Belfort and more than
a dozen river bridges in a wide
circle round Paris, including
bridges over the Loire, Yonne,
Allette and Somme Rivers.

Fighters which escorted the
heavy bombers also attacked
locomotives, railway cars and
motor transport.

Medium bombers, one of which
is missing, bombed a fuel dump
at Rennes, while fighters and
fighter-bombers attacked rail
facilities in the Alencon, Argen-
tan, Demfront, and Normant area
and troops behind the enemy
lines.

Mother' to it.
Didn't even see
a burst of flak.
Pretty soft for
a first mission.
I noticed the
gunners voices
sounded strained
over interphone as
they asked for help
with their flak
suits. (Nervous)

2

JULY 18, 1944

PEENEMUNDE GERMANY
(Flying Bomb Experimental Station) 9 HRS.

**Air Fleets Paste
Nazi Caen Line**

2 JULY 18, 1944
**Robot Laboratories Hit
In U.S. Heavies' Thrust
In North Germany.**

Well over 2,000 Allied warplanes yesterday heaped tons of explosives on German bastions around Caen as a prelude to a ground offensive by British and Canadian troops, which resulted in a breakthrough across the Orne River in the flat land beyond.

As the Luftwaffe appeared in strength over Normandy in a fruitless effort to stem what may well have been the greatest 24 hours of Allied aerial activity since D-Day, American heavy bombers, concentrating mainly on Germany's robot laboratories along the Baltic coast, yesterday raided the Reich for the fifth time in eight days.

Nearly 750 Flying Fortresses smashed at the flying-bomb and long-range rocket experimental stations at Peenemunde and near-by Zinnowitz, as well as other targets in the Kiel area and elsewhere in northern Germany.

Italian-based heavies of the 15th Air Force at the same time flew to southwest Germany to hit an aircraft factory at Friederichshafen and an airdrome at Memmingen.

Spearheading the great onslaught against the Continent was a dawn attack by Marauders and Havocs against German armor massed ahead of the British east flank in Normandy.

In other attacks, German front-line
(Continued on page 4)

A long haul & was there a lot of smoke from that target! Crossed right over the Danish peninsula & had an IP in the Baltic.

3

JULY 20, 1944

RUDOLPHSTADT
~~KETTER~~ GERMANY

8 HRS.

#3 * JULY 20

AN assault on strategic targets in central Germany marked the 200th mission for the Fortress groups commanded by Col. George L. Robinson, of Los Angeles, and Col. Henry W. Terry, of Ossining, N.Y.

Terry's outfit, formerly known as Wray's Ragged Rascals, in 22 months of operations has mounted 4,569 sorties and dropped 9,339 tons of bombs—the equivalent of more than 450 carloads of high explosives.

Robinson's group, on operations since Oct. 9, 1942, has destroyed 319 enemy aircraft. In 4,527 sorties it has unloosed 9,675 tons of bombs.

* * *

The target was north of Leipzig (that big red spot on the flak map) but the deputy got lost after taking over on the bomb run & we

wandered around much too long in Leipzig - Halle flak. Finally hit a little town way south called Rudolphstadt.

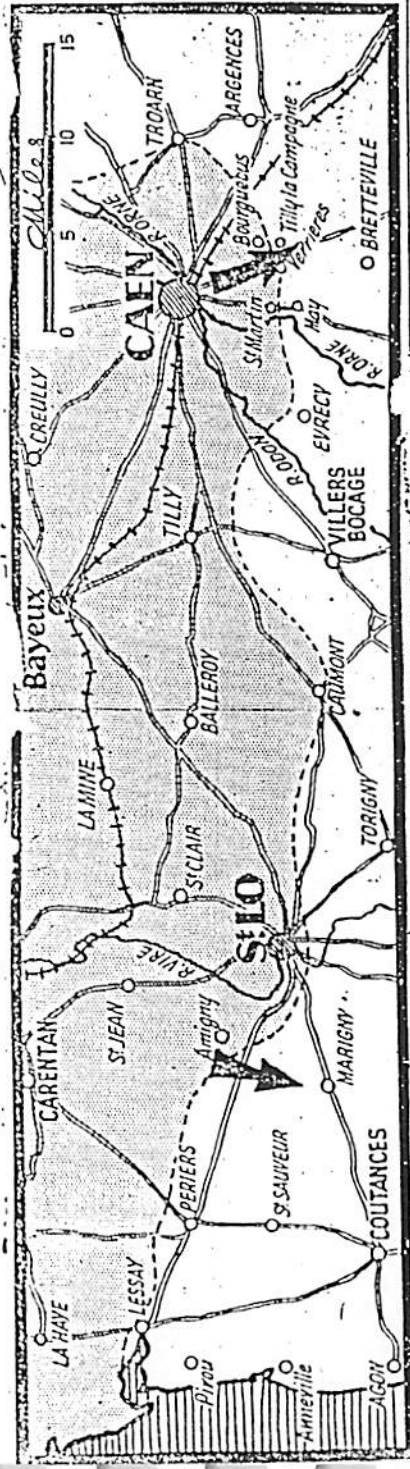
Col. Robinson = C.O. 306th

Couple of nasty flak holes in the nose this trip. "Tank's" G.I. shoe got "punched" - bombardier & navigator nearly "had it" this one.

1
JULY 24, 1944

ST. LO

(Specific Area of German Lines - support of U.S. Ground Troops)
4 HRS.



Dropped bombs before they told us it was called off.

5

ST. LO JULY 25
(Same as #4 but finished the job this time.)

I could see the flares to guide in bombing on the ground & there were a mess of ships moving around up by Cherbourg.

'SOFTENED' BY 3,000 PLANES #4 4 + 5 JULY 23, 24

From STANLEY BISHOP

"Daily Herald" War Reporter
At SHAFF, Tuesday Midnight

FOR two and a half hours to-day between 10 a.m. and 12.30 p.m. more than 3,000 planes—half of them heavy bombers—attacked the Germans in the sector of the American advance between St. Lo and Periers.

It was the largest number of big bombers so far employed in tactical support of an army.

The object of this immense assault by the 8th and 9th United States Air Forces was to dislocate the three defence zones, packed with infantry and guns, into which the American infantry and tanks would have to break.

Needed "Traffic Cop"

Anti-personnel fragmentation bombs were used almost entirely—to cause as many casualties as possible and to avoid cratering roads and village streets.

Weather was good. The clouds were above the planes, flying at 10,000 feet, and all the bombing was visual.

So many Fortresses and Liberators were over the target areas at the same time that one pilot declared: "We should have had a traffic cop."

Bomber crews as they crossed the line could see concentrations of waiting American armour and infantry carriers. "As soon as the bombing ceased these surged forward."

Smoke Screen

Apart from flak, the Germans

#6

(28)
JULY 28, 1944

MERSEBURG, GERMANY

8 HRS.

(Synthetic oil plant)
This is that "flakky" Leipzig area
again.

#6 - JULY 28, 1944

Bombers 'Strike Oil'

On 2 Fronts PLOESTI HIT TWICE IN TWELVE HOURS

HITLER'S vital oil supplies have been hammered on two fronts three times in 12 hours.

The great Rumanian wells at Ploesti were the objective of Italy-based bombers both on Thursday night and again in daylight yesterday. They were also attacked on Wednesday night.

Also in daylight yesterday between 1,500 and 2,000 Britain-based Flying Fortresses and escorting fighters swooped on the Leuna synthetic oil plant at Merseburg, in Central Germany.

Very strong forces of Flying Fortresses—a term usually taken to indicate between 500 and 750—made the raid on the Leuna plant.

They were supported by a big force of Mustangs, Thunderbolts and Lightnings, but only comparatively small groups of interceptors came up to oppose them.

Some of the bomber crews reported "worst ever" flak. "Give me Berlin anytime," one pilot said.

Five enemy fighters were shot down. The American losses were seven bombers and two fighters.

Some of the fighters on the way home straled ground targets in France.

#7

JULY 31, 1944

MUNICH, GERMANY

8 1/2 HRS.

July 31 #7
Forts, Liberators hit Munich again
 More than 1,200 Fortresses and Liberators, escorted by fighters, hit targets in Munich and Ludwigshaven in daylight yesterday. Sixteen bombers and four fighters were lost. Mustangs strafed three German airfields near Munich and destroyed 15 enemy aircraft on the ground.

Got a souvenir piece of flak on this one - it came in under my desk. Headwind coming back & it took a long time.

#8

AUG 4, '44

ANKLAM, GERMANY

9 3/4 HRS.

Smoke screening Kiel as we passed by - this was a long haul.

Peenemunde Hit By Forts, Libs
 AUG 4, 1944 - #8
 1,200 Attack Experimental Station, Targets at Kiel, Hamburg and Bremen

In the first full day of aerial activity in a week, more than 1,200 Flying Fortresses and Liberators of the Eighth Air Force ranged Germany yesterday in heavy assaults upon a variety of military targets, including the Peenemunde experimental stations and oil refineries at Hamburg and Bremen.

The bombers and their fighter escorts encountered little enemy opposition except over Hamburg, where swarms of enemy craft, including Me109s, were intercepted.

Among the targets were a fighter component plant and an airfield at Anklam which was last attacked in October of last year. Maj. John B. Carroway, of Raleigh, N.C., a squadron commander who led the initial raid on the field, said. "Today was very different from the last time. We didn't see a single Jerry on

the whole long mission. There were 200 of them last year."

9

AUGUST 6, 1944

BRANDENBURG, GERM.

(Truck factory)

8 ³/₄ HRS.

#9 AUG. 6
**Air battles over Berlin
in 13th daylight raid**

BERLIN yesterday had its thirteenth daylight raid when more than 1,000 U.S. Forts and Liberators fanned out over Germany in cloudless weather.

The bombers, escorted by 750 Lightnings, Mustangs and Thunderbolts, also hit targets in Hamburg and Kiel.

Scores of enemy fighters gave battle on the way into Germany and on the way back. Thirty-three German planes were destroyed in the air, and at least two more on the ground.

Twenty-four American bombers and nine fighters are missing.

Stockholm messages last night said that three U.S. bombers and one fighter landed in Southern Sweden with engine trouble. The crews are safe.

Chief air battles were over Berlin. Lieutenant Benjamin N. Rader, a Mustang pilot, sent a German plane crashing into a Berlin lake without firing a shot.

"I went into a 90-degree dive from 28,000ft., he said. "The Me.109 spun and went straight down into the lake. I was making 500 miles an hour in my dive when I broke away at about 12,000ft."

Near Hamburg. Major George E

Preddy, a Mustang pilot, reported shooting down six German fighters. This brings his total score to 24, in the air and six on the ground.

Targets bombed visually included the Diesel motor plant in Berlin, aircraft plants at Genshagen, Brandenburg and Marienfelde, and an armament factory at Brandenburg, all in the Berlin area.

Other blows were delivered against Germany's dwindling oil supply in an attack on refineries at Rhenania-Ossag, Schielman, Deutsche, Ebane and Rhenania at Hamburg.

The Salzwedel airfield near Magdeburg and the port of Kiel were also hit.

We went all the way around Berlin on this one - it's a big sprawling

city, it is.

One of the groups ahead of us had fighters & we were ready.

MEANWHILE :

AUG. 7

WARSAW SHELLED AS RING SHUTS

From E. D. MASTERMAN: Stockholm, Sunday

RUSSIAN tanks and infantry have broken through to the Vistula north of Warsaw today, while Praga, the city's eastern suburb, is under steady shellfire.

Inside the city the battle with the Polish patriots is raging to a climax. Fires are burning everywhere as German planes bomb buildings held by the Poles.

The Russian break through means that the city is cut off both north and south, and the districts east of the river are becoming untenable.

Desperate German counter-attacks are being made to delay the Russians closing in on Warsaw, but the enemy is meeting terrific losses to no purpose.



A Spanish victory order tonight—the 145th this year—reports the capture of an oil centre city in Southern Poland which dominates the passes of the Carpathians.

It is Drohobye, 42 miles southwest of Lvov.

'Caen' battle

Alaric Jacob cabled from Moscow last night:—

At the front the pendulum has swung again and the Russians are meeting the same kind of fanatical resistance at the borders of East Prussia as the British recently met at Caen.

Deprived of at least 30 divisions cut-off in Finland and Estonia, the Germans are pressing sapper battalions and communication troops into the line in an effort to keep the Red Army a little longer off "sacred German soil."

Each day new units make an appearance on the East Prussian front and counter-attacks are frequent.

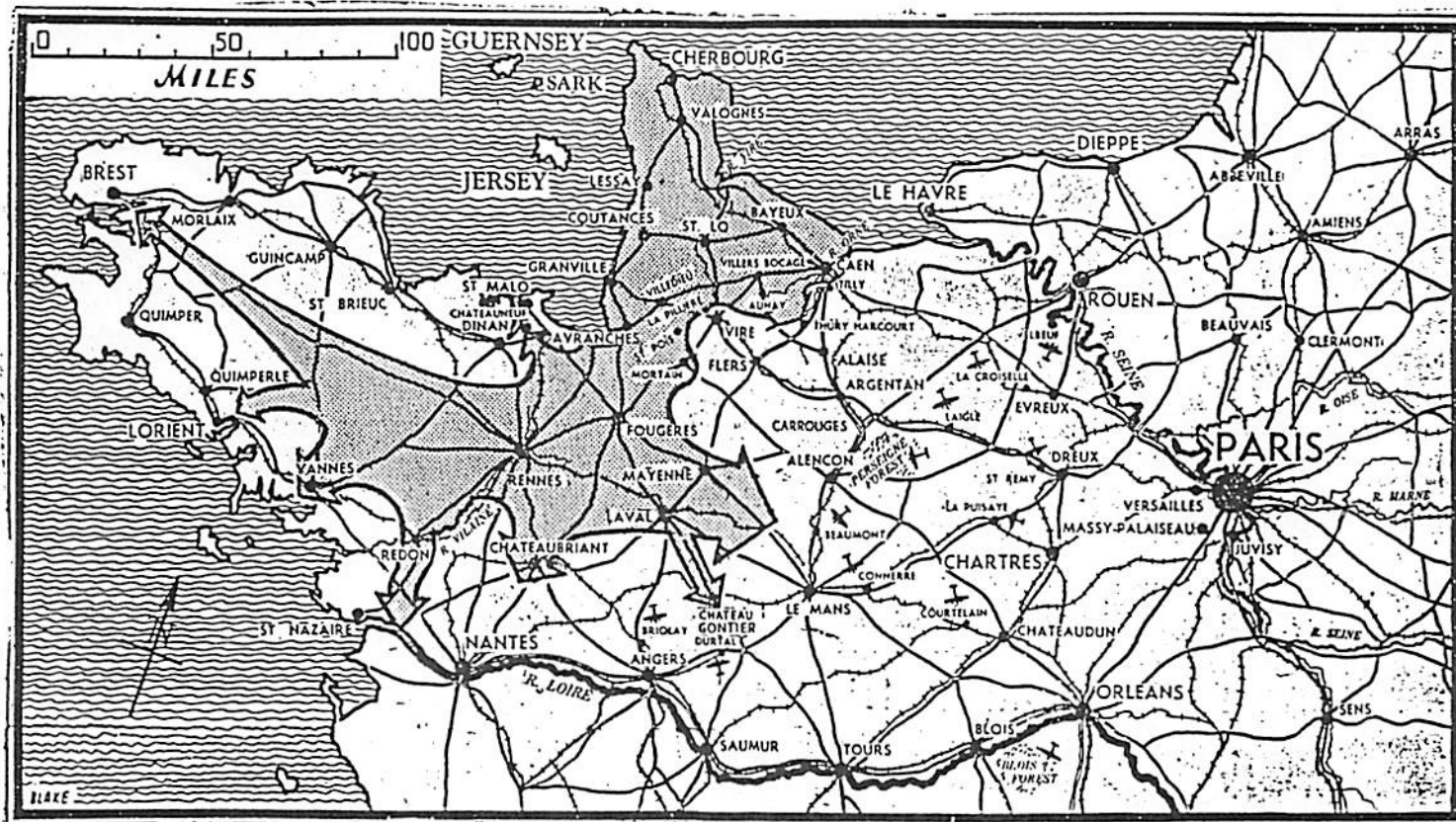
Along the road to Prussia a Russian signpost reads: "Just 16 miles to the first town inside Germany—forward comrades!"

Following thunderstorms, the weather is cold and wet. Hundreds of Russian aircraft are in the air at a time, the "white nights" permitting almost 24 hours' flying daily.

AND AT THE
SAME TIME:

AUG. 7 1944

*This is what our St. Lo
raids started!*



In the path of the Allied advance towards Paris, bombers have carried out an extensive blitz on railway bridges — vital points for German reinforcement or retreat. Small bombers on the map mark the bombed bridges.

10

AUG. 9, 1944

ULM, GERMANY

E HRS.

Munich was the primary - Ulm secondary, and there was quite a bit of cloud at the target there as well. No flak, however, but we saw quite a barrage from Saarbrücken.

In raids on southern Germany yesterday Eighth Air Force Fortresses and Liberators attacked railway marshalling yards at Saarbrücken and other military targets in the Stuttgart region. Thirty-three Nazi interceptors were shot down in battles over Ulm and Munich, and in assaults upon enemy airfields and railway targets 30 more planes were shot up on the ground and 50 locomotives and 137 freight cars destroyed. Eighteen of our bombers and two fighters were missing. Marauders and Havocs of the Ninth Air Force hammered six bridges in France, at Chauny, Pontois, Beaumont-sur-Oise, Verberie, Compeigne and Chartres, and a radiolocation plant at Argentan. Fighter-bombers over the battlelines between Vire and Le Mans flew more than 1,000 individual attacks Tuesday in support of ground columns.

10 (Continued on page 4)

Made a 360 + took a second run at it.

Came in over the Scheldt Islands.

//

AUG. 13, 1944

EVREUX, FRANCE

4 HRS.

#11
Aircraft Leave Trail of Havoc In Enemy Lines

Railways, Roads Ravaged In Record Sweeps Over France by U.S. Craft

Pressing their offensive to isolate Germany's battered armies, American warplanes yesterday, in the heaviest 24 hours of assaults on enemy communications since D-Day, turned Nazi mobile equipment into masses of burning steel and laid waste mile after mile of roads, bridges, tunnels and Wehrmacht ground installations.

More than 1,250 U.S. heavies battered main and secondary highways on both sides of the Seine from Paris northwest to the mouth of the river and hit a rail bridge over the Seine and enemy front-line gun positions. Fighters and fighter-bombers, attacking after the most successful day in the history of Eighth Fighter Command, flew at almost ground level over France to pound everything German.

Marauders and Havocs, meanwhile, providing full-scale support for the great pincer threatening the Germans between Caen and Alencon, made a series of coordinated attacks on highways and road junctions in an area extending from Lisieux southeast to Rugles.

We bombed roads over which trapped German troops would have to travel. Some 300,000 "Jerry's" (hit the wrong road, incidentally) some flak.

12A
AUG. 14

FLORENNES, BELG.

~~STUTTGART, GER.~~ 7 1/2 HRS

#12
Forts again hit factories

STRONG forces of Flying Fortresses yesterday raided Southern Germany again. Only three—and one of their fighter escort—failed to return.

They bombed visually the Farben chemical plant at Ludwigshafen, an electrical equipment factory at Mannheim, and German Air Force stations at Sandhofen, near Mannheim, and Echterdingen, near Stuttgart.

German radio last night admitted that Mannheim and Trier (probably on the return journey) had been raided, and also announced "single enemy planes are over Thuringia."

German aerodromes in N.E. and Eastern France, railway yards in South-Western France and bridges north-east of Paris were also bombed visually yesterday by strong forces of Flying Fortresses and Liberators.

Targets included the Metz-Frescampy aerodrome, three others near Dijon, and the railway yard at Angouleme. One of the bombers is missing.

We were flying wing deputy today to Col. Riordan in a PFF ship. "Mickey" went out & the targets were covered so we came back to hit a little airfield in Belgium. (Florennes)

12 B

AUG. 16, 1944

BOHLEN, GERMANY

E HRS.

(Synthetic Oil Refineries)

^{12 B} ^{16 AUG.}
**Planes Again Smash at France;
Forts Hit In Central Germany**

Allied airmen yesterday took another devastating toll of Nazi armor and communications in France and at the same time penetrated deep into the Reich to pound aircraft factories, engine plants, synthetic oil refineries and an airdrome.

Reuter estimated the damage wrought by Allied air forces in a 48-hour period ended Tuesday night included 1,000 German tanks and vehicles. Ninth Air Force fighter-bombers during the period destroyed 38 enemy tanks and 147 motor transports, apart from preliminary returns which showed eight tanks probably destroyed, 16 damaged; 62 transports probably destroyed, 62 damaged, and 30 guns silenced.

Eighth Air Force heavies, striking into central Germany, encountered four of the Luftwaffe's rocket-propelled fighters southeast of Leipzig. Two of them were reported shot down by Mustang pilots, Lt. Col. John B. Murphy, of Darlington, S.C., and Lt. Cyril W. Jones Jr., of Glen Springs, Tenn.; a third was damaged.

The Forts and Libs hit the Delitzsch air equipment depot, one of the most important in the Reich; the Schkuditz and Halle bomber assembly plants; aircraft engine plants at Magdeburg, Dessau and Kothen; synthetic oil plants at Zeitz, Bohlen and Magdeburg; a carbonization and oil refinery plant at Rositz, and the Luftwaffe station at Halberstadt.

It was second attack upon the engine plant at Magdeburg and the airdrome at Halberstadt, both heavily damaged in earlier attacks this month. The synthetic oil plants were raided two months ago but resumed production on a reduced scale. Yesterday's losses were 23 bombers and three fighters. Eighth fighters destroyed 32 German planes in the air.

In a 20-minute battle south of Hanover, which sprawled from 17,000 feet to tree-top level, Mustangs of the Eighth Fighter Command group of Col. William J. Cummings Jr. bagged 11 Me109s.

Large stores of Nazi ammunition, believed earmarked for front-line delivery in the Foret de Roumare, five miles south of Rouen, were pounded by Havocs, escorted by RAF Spitfires. No opposition was encountered.

Quite a bit of flak. Level at 12 o'clock - I could see the flashes of flame very clearly. Some of the crew saw one of those jet-propelled jobs way high & tearing along. --

2 of our squadron's planes failed to return; Dudley was one of them & (POW)

Bohlen is near Leipzig & we got some flak from jets coming back out.

#14

AUG. 24, 1944

MERSEBERG, GERMANY
(Synthetic Oil plant)

8 1/2 HRS.

#14 AUG. 24

Heavies Hit Their Oil

NEARLY 2,000 American heavy bombers yesterday struck at Germany's oil supplies, already threatened with serious depletion through the Rumanian situation.

It was a co-ordinated attack from bases in Britain and Italy.

A huge force of more than 1,300 Flying Fortresses and Liberators from this country attacked synthetic oil plants at Merseburg, Misburg and Ruhland, in Central and Northern Germany, and at Brux, on the Czechoslovak border. They also bombed for the first time an oil refinery at Freital, near Dresden.

Another force of approximately 600 attacked two refineries in Czechoslovakia—at Pardubjce and at Kolin.

The weather was good and all the bombing was visual. Good to excellent results were reported.

Visual Bombing

The Leuna plant at Merseburg, last raided on July 29, had its seventh attack.

The Querum aircraft engine plant and the Waggum assembly plant at Brunswick; the Killede and Langenhagen Luftwaffe stations near Merseburg and Hanover; a radio equipment factory at Weimar, and industrial plants at Kiel were other targets.

Big forces of fighters escorted the bombing squadrons.

The fighters destroyed ten enemy aircraft in combat and 14 by ground strafing. Five fighters and 25 bombers are missing.

Lots of barrage stuff - came back with scattered holes.

Smoke screen over the target + the group just nicked a corner.

Big "B" was pretty close out there at 11 o'clock going in.

#15

AUG. 25, 1944

PEENEMUNDE, GERMANY
(Flying Bomb Experimental
station)

9 1/2 HRS.

Reich Gets New Double Blow; Oil Output Halved in 90 Days

In a furious co-ordinated assault more than 1,350 heavy bombers of the Eighth and 15th Air Forces yesterday pounded German aircraft plants, airdromes, air-force stations and other objectives.

Yesterday's attack followed Thursday's massive offensive by more than 1,900 British-based and Italian-based heavies—the largest number of USSTAF bombers ever dispatched. The record task force battered seven enemy oil-production centers in another of the Allied assaults which in a 90-day campaign slashed Nazi oil and gasoline production by more than 50 per cent, according to a joint statement released yesterday by the USSTAF and Air Ministry.

In a three-month drive which ended in July, the announcement said, the Eighth, 15th and Royal Air Forces, flying from Britain, Italy and Russia, cut the enemy's output of finished oil products by an estimated 49 per cent. Gasoline production alone was reduced 55 per cent and lubricants an estimated 62 per cent.

Although aircraft objectives, as well as the Peenemunde robot and rocket experimental station, bore the brunt of yesterday's blows, Eighth heavies kept the offensive against oil targets rolling

by hitting a synthetic-oil plant at Politz, one of the largest oil-production centers in Europe.

No interceptors penetrated the screen thrown around the Eighth Fortresses and Liberators by nearly 750 P47s, P38s and P51s, but the fighters destroyed 51 German aircraft—11 in the air and 40 on the ground. Losses were 17 heavies and seven fighters.

Netting the biggest bag of the day, the Mustang squadron commanded by Lt. Col. John P. Randolph, of Schertz, Tex., destroyed 19 aircraft and ten seaplanes in a strafing attack on a Baltic Sea airport north of Berlin. Six of the kills were scored by 2/Lt. Joseph L. Mansker, of Long Beach, Cal.

Bombed by the 15th Air Force were the Brno and Lisen aircraft factories and airdromes at Brno and Prostejov, 40 miles northeast of Brno, all in Czechoslovakia. The Italian-based raiders encountered no enemy fighters and no flak.

*Flew with "Mac"
in PFF wing lead
today. Took it
right in there but
carrier couldn't
spot the target bldg.
so we went on &
hit Parow airfield
farther north. Some
of the ships got
flak pretty bad.*

#16

Aug. 27, 1949

WILHELMSHAVEN

~~BERLIN~~, GERMANY

(Daimler-Benz Aircraft Engine Factory)

8 HRS.

^{#16}
**10 Reich Cities
Pounded by Air**

**U.S. Heavies Hit Germany
4th Day in Row; Escape
Routes Are Blasted**

Eighth Air Force heavy bombers slashed into Germany yesterday for the fourth straight day to climax a weekend in which more than ten Nazi cities felt the weight of Allied explosives and Wehrmacht escape routes in France were blockaded continuously from the air.

Joining the force of nearly 500 Fortresses and Liberators in the revitalized Battle of Germany were RAF Halifaxes which struck Ruhr synthetic-oil plants in the deepest British daylight penetration of German territory in strength. It was the first long-range daylight attack by RAF heavies in more than two years.

In the savage campaign to close air, sea and ground channels of escape for the enemy's battered troops in France, Allied aircraft attacked naval and merchant shipping, transport planes, enemy troops, vehicles, tanks and supply lines.

Spearheading the assault, Thunderbolts of the Ninth Air Force's 19th Tactical Air Command bombed and strafed Brest

*I flew wing deputy
in a PFF ship today.
Blynn was copilot.*

*Operations abandoned
on reaching enemy
coast so we bombed
Wilhelmshaven PFF
taking over the lead on
the run.*

*A 3 inch piece
caught me right on the
deat over the target.
Good old flak suit!*

#17

AUG. 30, 1944

KIEL, GERMANY

7 HRS.

(Factory on the dock.) - Krupp works

#17
**Calais, Bremen,
Kiel Are Raided**

After two days of inactivity imposed by bad weather, British-based American heavy bombers resumed the daylight pounding of Germany yesterday, hitting targets around Kiel and Bremen, as well as robot installations in the Pas de Calais.

Hours before, more than 1,200 tons of high explosives and incendiaries were dropped on Stettin, the Reich's chief Baltic port, by a large armada of Lancasters which also struck Konigsberg, East Prussian capital only 100 miles from the Russian front. Both ports are supply bases for the Nazi armies in the east. Forty-one aircraft were lost in the night's operations in which Mosquitoes also attacked Berlin and Hamburg.

Between 750 and 1,250 heavies were dispatched by the Eighth Air Force yesterday. In an early operation, Fortresses and Liberators, shepherded by Mustangs, bombed the Pas de Calais and in the afternoon P51-escorted Fortresses flew into the Reich. Both bombings were carried out through clouds by means of instruments.

One bomber was lost on the first mission and none on the second.

10/10 's clouds all
the way - bombed
P.F.F.

Not much flak
near us though
one ship did land
shooting a red-red.

Heard one poor
guy begging for help
over VHF - he thought
he would have to
ditch in the North Sea
& didn't know where
he was.

10
SEPT. 3, 1944

LUDWIGSHAVEN, GERMANY - synthetic oil 8 HRS.

Bombers Again Pound Brest; #18 Heavies Attack West Germany

Approximately 150 Ninth Air Force Marauders and Havocs yesterday continued the assault on Brest harbor, dropping more than 200 tons of bombs on the fortress guarding the Atlantic port in an attempt to force the surrender of the tactical Nazi garrison that has held out for more than four weeks.

Meanwhile, Eighth Air Force Fortresses went out in medium strength, escorted by Mustangs, and attacked targets in the Ludwigshafen sector of western Germany. The P-51 pilots shot down seven enemy fighters over Antwerp on their way home. One bomber and a fighter are missing. The heavies encountered clouds.

The medium bombers struck in nine waves at ten-minute intervals in the morning, blasting gun emplacements, ammunition and fuel dumps, a

Flew high gp. lead with Davis today. (My new permanent position). Strictly PFF, lots of flak but it was all off to the right.

Saw Paris from 16000' - a big beautiful city. Our troops are nearly in Germany now & the "strategic bomb line" ran through today's target.

I'd still like to fly with my own crew.

rebuilt fort, bridges and strongpoints. Other medium and light bombers went back later in the day for a second assault. None of the bombers was lost.

In response to Lt. Gen. Omar Bradley's request for aerial aid in freeing the harbor, Gen. Eisenhower has ordered a constant bombing until Brest surrenders.

"Surrender" leaflets also were dropped among German forces along the French and Belgian coasts.

Allied heavy bombers from Italy dropped hundreds of tons of bombs on Balkan targets yesterday, attacking railway centers in Yugoslavia and Hungary on German retreat routes.

The 15th Air Force reported that fighters ranged the country, strafing roads and airdromes, and destroyed a number of enemy aircraft on the ground. Not a single enemy plane was seen in the air.

Corsica-based Thunderbolts swept

northern Italy and along the Italo-French frontier, destroying six locomotives, 100 rail cars and smashing bridges south of Turin and southeast of Genoa on the coast.

In August, USSTAF bombers and fighters flew more than 60,000 sorties and dropped more than 75,000 tons of bombs on targets ranging from the Baltic to the Mediterranean and from western France and Germany to the Balkans.

The heavies operated every day of the month, flying more than 34,000 sorties and destroying 164 enemy aircraft.

In more than 25,000 sorties, Eighth Air Force fighters bagged 408 Nazi craft, as well as disorganizing and cutting off the enemy retreat through Normandy and over the Seine, disabling 2,725 locomotives and damaging or destroying 14,750 railroad cars. Fighters and fighter-bombers also destroyed 1,770 trucks and other vehicles and damaged 1,280 more. In addition, 82 tanks, 270 canal barges, 94 ammunition cars and 767 oil cars were destroyed.

The largest force of heavy bombers ever sent out on joint operations from England and Italy was dispatched Aug. 24 when 1,900 Fortresses and Liberators were airborne.

Flying alone in direct support of the First and Third Armies, Thunderbolt, Lightning and Mustang fighter-bombers of the Ninth and 19th Tactical Air Commands made more than 24,000 individual sorties in August.

Ninth fighter-bombers shot down 231 enemy aircraft last month and destroyed another 108 on the ground. Their own losses were 219 planes.

Other damage inflicted included more than 8,300 transport units and 2,000 railway cars destroyed, as well as 204 locomotives, 722 horse-drawn vehicles, 468 tanks, 221 boats and barges, 15 bridges

19

SEPT 8, 1944

LUDWIGSHAVEN, GERM.
(I.G. Farbenindustrie again.)

7 HRS.

19

1,000 U.S. Bombers Hit Ruhr, Rhineland

Industrial Blastings Aid Ground Offensive

LONDON, Sept. 9 (P)—More than 1,000 Flying Fortresses and Liberators smashed today at industrial and rail targets in the Ruhr and Rhineland ahead of the advancing Allied armies.

The big American bombers, striking targets in Germany for the second successive day in support of the mounting ground offensive, hit Mainz, Mannheim and Dusseldorf.

During the night RAF Mosquitoes smacked Nurnberg again, rounding out a heavy day which saw Brest pounded twice and the Le Havre and Boulogne garrisons again battered.

Heavy bomber attacks were carried out yesterday against oil plants at Ludwigshafen, rail yards at Karlsruhe, and depots and factories on the outskirts of Mainz.

Low qp. lead today. - Passed right over the IP & forgot to turn (not me) - as a result the new heading was confusing to the bombardier & the results: not so good. Glak wasn't bad with us but some of them got it.

One ship in a wing ahead exploded - I just saw a couple of falling, burning parts.

High clouds messed up the route and it was -40° C. up there.

#20

SEPT 11, 1944

EISENACH

LUTZENDORF, GERMANY

7 1/2 HRS.

(Synthetic oil)

Fighters Shoot Down Record 110 Nazi Planes

The Luftwaffe showed itself in strength yesterday and U.S. fighters giving battle had their biggest day in the ETO, destroying 110 enemy planes in the air. Thirty-nine Nazi craft were destroyed on the ground.

More than 1,000 Eighth Air Force heavy bombers, escorted by about 800 Thunderbolts, Lightnings and Mustangs, swept over Hanover and Leipzig in central Germany to hit at Hitler's dwindling oil resources and were attacked by Luftwaffe formations sometimes 100 strong. Some of the fighter groups reported meeting as many as 150 enemy planes in one area.

The last big day Eighth fighters had was March 8, when they shot down 80 in an escort mission to Berlin. British fighters' biggest day's bag was 185 during the Battle of Britain.

Heavies Get Theirs, Too

The heavies got their share of "kills," gunners destroying 17 Nazi planes. Forty-four bombers and 15 fighters were lost.

Up to a late hour last night, reports said Lt. Col. John C. Meyer, fighter pilot from Forest Hills, N.Y., bagged four Jerries in the air. 1/Lt. Cyril W. Jones, fighter pilot from Athens, Tenn, shot down 3 1/2 and destroyed 1 1/2 on the ground, while 1/Lt. Henry W. Brown, Mustang pilot from Arlington, Va., shot down three.

2/Lt. Wiley Smith, Fortress co-pilot from Liberty, Tex., reported: "A large formation of Focke-Wulfes and Messerschmitts concentrated on the group behind us and really hit it hard. Some of the Jerries, using desperate tactics, came right through the middle of our formation. Most of the planes that broke through went down in flames."

S/Sgt. John C. Offelt, B17 Silver Dollar waist gunner, said: "The way German fighters went through the group behind us was a terrible thing to see."

Continue Support Action

Nine waves of British-based Ninth Air Force Marauders and Havocs meanwhile continued their support of Lt. Gen. George S. Patton's Third Army with heavy attacks on large-caliber guns and emplacements on the Moselle River and

(Continued on page 4)

High lead today. The primary (just west of Merseburg) was clouded +

we took 2 runs on the secondary at Eisenach before we dropped. Then the bombardier "screwed up" + we dropped short.

The fighters were really up. In the 92nd ahead of us I saw them "get it" - one dove off into a spin blazing. Had my gun down.

That "peppered" our bomb bay even at

Sept 12 a Nazi headquarters building and signal center in Metz. One Havoc is missing. Later in the day six waves of B26s and A20s, numbering about 130 planes, hit enemy strongpoints on the enemy line between Metz and Thionville.

In addition a small force of medium bombers blasted an enemy airdrome at Leeuwarden.

Railway yards, tanks and motor transport just ahead of American fighting lines in an area from the Netherlands border to Metz were under almost constant attack Sunday by hundreds of Ninth P38s and P47s. No fighter-bombers were lost.

21

SEPT. 19, 1944

UNNA GERMANY

6 1/2 HRS.

(Ordnance Plant - Storage)

^{#21}
**8th, 9th Forces
Blitz Nazi Rail
Lines to Front**

Low gp. lead today.

Up at the NE corner of "Happy Valley". We plastered it good - no flak 'til "bombs away".

*The base was closed in on return so we sat down at a B-24 base where we spent the next 2 days.
- Halesworth?*

Up to 750 Fortresses of the Eighth Air Force yesterday attacked railway yards at Hamm and Soest in Germany, and north and east of the Rhine River, while British-based Marauders and Havocs of the Ninth Air Force pounded three key points on the Cologne-Aachen railway, one of the main supply lines for Nazi forces manning the Siegfried Line.

The B17s were escorted by more than 500 Thunderbolt, Mustang and Lightning fighters. The pursuits also continued their support of Allied airborne operations for the third straight day, dive-bombing and strafing Nazi anti-aircraft batteries in Holland.

No enemy fighters attacked the heavies, but they encountered intense flak at Hamm and some of the other targets. Early reports said ten Forts were lost.

The targets for the medium and light bombers, which only last week extended their range of operations into Germany, were railway yards at Eschweiler, Dueren and Merzenich in support of the advance into the Reich by the U.S. First Army.

Unopposed by enemy fighters or flak, the B26s and A20s dropped 200 tons of bombs on lines over which fuel, ammunition

and other supplies were being moved to the front.

The Eighth Air Force Fortresses which dropped scores of tons of arms, ammunition, food and medical supplies to the Polish patriots in Warsaw Monday constituted one of the largest forces of shuttle bombers to fly from Britain to Russia, a USSTAF Eastern Command communique said yesterday.

Two bombers and two escorting Mustang fighters were lost.

A Reuter dispatch said the Fortresses landed in Italy from Russia yesterday afternoon to complete the second leg of their fourth triangle-shuttle, bombing Hungarian targets on the way.

Italy-based Liberators bombed bridges at Kraljevo and Mitrovica in Jugoslavia.

The B17s, which carried no bomb loads, were escorted by P51s for the first part of the trip and Soviet fighters took over in the Warsaw area and over Russian territory. When releasing the supplies, the heavies flew thousands of feet below their usual altitude.

Before the mission was carried out, "dry runs" were made over England.

22

SEPT. 25, 1944

FRANKFURT, GERMANY
(Railroad yds.)

7 HRS.

Nearly 2,000 U.S. Planes #22 Blast Reich Through Clouds

After a weekend lull because of bad weather, more than 1,200 Fortresses and Liberators of the Eighth Air Force yesterday swarmed over western Germany to blast railroad yards and other military and industrial objectives. Bombing was done with the aid of special instruments through solid cloud. For the first time since D-Day, both Eighth and Ninth fighters,

numbering nearly 750 Mustangs, Thunderbolts and Lightnings, escorted the heavies. Part of the escorting force also strafed enemy supplies and reinforcement facilities in the Ruhr—north of Marburg and in the vicinity of Pederborn.

Although no enemy pursuits were encountered and anti-aircraft fire was comparatively light, nine bombers and three Eighth fighters were lost.

The B17s and B24s pounded two railroad yards at Frankfurt, two at Coblenz and one at Ludwigshafen, as well as the Oopau chemical and synthetic oil plant. The railroad yards are important distribution points for German troops and supplies sent to the western front.

*Low group lead
today.
We dropped
our bombs all over
Frankfurt PFF. - Got
much flak, surprisingly
and the mission
was uneventful.*

Baxter was the pilot.

23

SEPT. 27, 1944

COLOGNE, GERMANY
(Old part of town)

6 1/2 HRS.

#23 Sept. 27
**1,100 Heavies
Blitz Germany
3rd Day in Row**

For the third straight day more than 1,100 American heavy bombers yesterday swarmed over western Germany to blast key rail and industrial objectives, while fighter-bombers continued their unremitting attacks on Rhineland communications and strongpoints in the path of the U.S. First and Third Armies.

The Eighth Air Force Fortresses and Liberators, escorted by upwards of 500 Mustangs, Thunderbolts and Lightnings, bombed with the aid of instruments through heavy overcast.

More than 100 Me109s and FW190s singled out one group of heavies, while other groups reported no attacks by enemy fighters. Forty-two U.S. bombers and seven fighters were lost. Eighth pursuits shot down 31 Nazi planes and destroyed five more on the ground. The heavies' gunners shot down five.

Like Grid Formations

2/Lt. Arthur Shay, of the Bronx, N.Y., navigator on the Liberator Patty Girl, reported: "The Luftwaffe, well over 100 of them, picked us up several minutes after we had bombed our target at Kassel. They came in at 15 abreast and were strung out like a football forward wall.

"On every side Libs from our group were burning and exploding and men were bailing out, delaying the opening of their chutes until they had cleared the combat area."

The B17s and B24s plastered a tank factory at Kassel, a chemical and synthetic oil plant at Ludwigshafen, an industrial plant at Cologne and an ordnance depot at Mainz, as well as railroad yards along the Rhine.

In giving constant support to the ground forces the Ninth Air Force fighter-bombers, have flown more than 3,000 sorties in the past ten days, losing 29 planes against 18.

High op. lead today with Schneider in "The Colk Katie".

The primary was up by Dusseldorf but we bombed the secondary PFF at Cologne with 10% clouds.

Quite a little flak!

The 2nd division lost 35 planes today going to Kassel. (B-24's)

24

Oct. 2, 1944

KASSEL, GERMANY

7 HRS.

Low lead with Davis
again. Hit 10/10's
clouds at 0600E +
bombed PFF.

Surprisingly
little flak but it
was quite accurate.
They were tracking
us right along after
the target.
Lead + high had
PFF but we didn't.

Haase had to gas
up at Brussels on
the way back.

Oct. 7 1944

RUHLAND, GERMANY
(Oil storage)

9 Hrs.

4-23 Oct. 7
**5,000-plane day
blow at Germans**

R.A.F. smash dykes again

IN the sort of weather we have been praying for more than 5,000 Allied warplanes—at least 3,000 of them British and American heavy bombers—hammered the Germans yesterday in the most devastating daylight air assault of the war.

R.A.F. Bomber Command sent out over 800 Lancasters and Hallfaxes, escorted by 220 Spitfires.

Two hundred of the big bombers attacked the dykes guarding the island of Walcheren, in the Scheldt estuary. Despite strong opposition from flak, wave after wave of Lancasters kept up the assault for 40 minutes from a comparatively low level.

The last attack on Walcheren, on October 3, was made at high tide, and the seas were afterwards seen pouring into the German gun positions. This time the dykes were bombed at low tide, and the air crews could see great masses of mud being thrown up when the bombs burst near the targets.

Greatest fleet

Other Hallfaxes and Lancasters smashed at the German reinforcement centres of Emmerich and Cleve.

All day long yesterday our aircraft were roaring over Germany. The Americans sent out from British bases more than 1,400 Flying Fortresses and Liberators.

The greatest fleet of heavy bombers ever put over Germany for a single operation in daylight. Fighter escorts totalled about 1,500 aircraft.

These operations were apart from the attacks by thousands of medium, light and fighter-bombers operating in closer support of the Allied land armies.

And 800 heavy bombers of the 15th U.S. Air Force from Italy, escorted by 400 fighters, rounded off the great day by attacking the Vienna area.

These blows came as the climax to 60 hours non-stop bombing.

In this period—day and night practically without a pause since Thursday—at least 7,500 heavy bombers alone have struck at Germany.

They cascaded probably more than 20,000 tons of high explosive and fire bombs on vital target areas.

Led the wing today with Maj. Flannagan and Kester as 2nd navigator. We dodged flak all the way and Dillon dropped right on it through a cloud—good boy!
Pretty accurate flak and I thought Dillon was hit when a piece came through the nose on his right. Got a commendation for the navigation in the intelligence report.

Oct. 15, 1944

COLOGNE, GERMANY
(Center of town) PFF

6 HRS.

^{#26}
**1,200 Heavies
Give Cologne
Worst Blitz**

The important Ruhr industrial and communications center of Cologne, less than 40 miles east of the Aachen front, yesterday underwent its heaviest aerial blitz when more than 1,200 Eighth Air Force Fortresses and Liberators bombed through clouds by means of instruments, following up a previous day's assault by over 1,000 heavies.

Additional weekend targets included the Monheim and Reisholz oil plants, south and southeast of Dusseldorf, which were blasted visually, and military and industrial targets in the Saarbrucken and Kaiserslautern areas.

37 Bombers, 9 Fighters Lost

Upward of 750 Thunderbolts and Mustangs escorted the heavies Saturday, while over 500 fighters shepherded the bombers yesterday. U.S. losses for the two days were 37 bombers and nine fighters.

Three groups of Eighth P47s, ranging ahead of the heavies, carried out strafing attacks in the Hanover, Brunswick and Kassel areas and encountered Luftwaffe opposition.

Seven enemy fighters were shot down, including an Me262 jet-propelled plane which was bagged by 2/Lt. Huie H. Lamb Jr., Thunderbolt pilot from Abilene, Tex. Two more Nazi craft were destroyed on the ground.

Locomotives were the principal strafing targets and 54 were reported shot up and disabled. Approximately 125 freight cars were strafed, including three loaded troop cars.

Late Saturday night, Italy-based 15th Air Force heavy bombers again hammered Silesian oil targets, including the Blechhammer and Odertal refineries.

Bad weather curtailed operations over Italy, but fighter-bombers attacked Nazi positions and supply lines just south of Bologna.

Duisburg Gets Record Attack

Duisburg, German inland port and railway and industrial center, received another plastering by RAF Bomber Command planes which dropped 5,000 tons of high explosive and incendiary bombs. Over 1,500 aircraft were dispatched.

Fires started Saturday morning, when more than 1,000 Lancasters and Halifaxes carried out the heaviest single attack yet made on any German industrial city, either by day or night, were still burning, and by the end of the second assault huge areas of fire were observed.

Simultaneously, a heavy and concentrated attack was made on Brunswick. Berlin, Hamburg and Mannheim were also bombed.

Led the wing today but after losing #3 engine to flak over the target, deputy Stein took em back with us flying #6 in the low squadron. Rough flak at the target - our squadron lost 2 ships (Ritter and Johnston) and one of the other squadrons lost one. Bombed PFF on the center of town - got a big hole in the left wing too.

Strong - p 284.

27

OCT. 19, 1944

MANNHEIM, GERMANY
(Tractor plant)

6 HRS.

Heavies Strike Along Rhine #27

Rail yards, armored vehicle works, ordnance and oil depots in Mainz and in the Ludwigshafen and Mannheim areas of southwest Germany were pounded yesterday by more than 1,000 Eighth Air Force Fortresses and Liberators.

The heavies, escorted by some 700 Thunderbolts and Mustangs, bombed these targets along the Rhine through clouds.

Eleven bombers and 11 fighters were missing.

In support of the U.S. First Army, Ninth Air Force fighter-bombers Wednesday made attacks along the Dusseldorf-Duren-Aachen railway.

I flew in the lead ship of the whole 1st division as 2nd navigator with Mac Pheron and Col. Sutton (C.O.) today.

Almost didn't even get off the ground when a crosswind blew us off the runway on the first attempt - ~~twice~~!

Dodged weather all the way, and

bombed from Even up there the flak was pretty accurate. We got several holes - one big one in the right aileron.

No heat in the plane + it was c-cold up there! (-46°C.)

"Mac" + "Tommy" finished up on this one.

#28

Oct. 22, 1944

HANNOVER, GERMANY
(Tank works)

8 HRS.

Led the wing
(40th) today with
Col. Chalfant, Capt.
Davis and our
own Maj. Cheney
as 2nd navigator.

A mid-air collision
over the north sea
destroyed 2 of our
planes in the high
squadron. Fayfield
& Chandler (423rd
navigator, just a kid)
were amongst those
killed (all of them)

There was a
barrage ahead of
us at the target but
we missed it.

Then we got back
to really bad weather
at the base - 2

Liberton ships collided
right over the field in the bad visibility.
Hub was here and saw it.

Heavies Pound 5 Reich Cities #28

After two days of inactivity because of bad weather, more than 1,100 Eighth Air Force Fortresses and Liberators yesterday hammered industrial and communication objectives in the Hamm, Munster, Hanover and Brunswick areas of Germany.

Over 750 Thunderbolts and Mustangs escorted the heavies, all of which returned safely. Two fighters were missing, but were believed to have landed in friendly territory.

One group of strafing P51s reported the destruction of 13 locomotives and 25 railway cars.

The B17s and B24s bombed through solid overcast by means of instruments. There was no enemy fighter opposition.

Meantime, RAF Lancasters, escorted by fighters, carried out a big attack on the German inland port and railway center of Neuss.

Saturday night, Mosquitoes were out over Holland and the Reich, bombing and strafing road and rail crossings.

Ninth Air Force fighter-bombers flew more than 550 sorties Friday, slashing enemy communications and destroying 18 enemy planes in the air and two on the ground.

In addition, about 40 Marauders attacked two enemy-held bridges southeast of Rotterdam in support of Canadian and Polish forces.

Lightning pilots shot down ten Nazi craft over Cologne, two over Hamm and six over Coblenz. Nine U.S. fighters and no medium bombers were lost.

Strong pg 287

"29

Nov. 5, 1944

FRANKFURT, GERMANY
(Marshalling pts.)

7 1/2 HRS

Heavies in Non-Stop Blitz

We led the 306th today, no second navigator, and Barnett rode in the nose with "Buck" and me. Davis finished up on this one with Maj. Keeling. What a wind up there - 60 + 70 mph. It took us a helluva long time from the coast back to T.L. And was it wet, foggy, + rough over England on return!

Not much flak at the target but we found a piece in my A-3 bag coming back - made a good sized hole in the nose.

2-Day Blow Hammers 14 Nazi Cities

In a weekend non-stop air assault, nearly 5,000 Allied heavy bombers hammered targets in 14 cities in Germany, as well as in Austria and Yugoslavia.

More than 1,200 Fortresses and Liberators of the Eighth Air Force, escorted by about 650 P47s and P51s, yesterday pounded rail yards and synthetic oil plants in Frankfurt, Ludwigshafen and Karlsruhe, following a day in which more than 1,100 B17s and B24s, shepherded by over 800 P47s and P51s, blasted similar objectives in the Hamburg-Harburg area, Gelsenkirchen, Misburg and Saarbrücken.

RAF Hits Steel Center

RAF heavies carried out two attacks Saturday. In daylight, Lancasters bombed the industrial town of Solingen. At night, more than 1,000 RAF heavies made their heaviest assault on Bochum, one of the main steel centers in the Ruhr. Hanover and other objectives in western Germany also were hit.

Over 900 Italy-based heavy bombers of the 15th Air Force yesterday hammered targets in the Vienna area and in Yugoslavia, and also attacked troop concentrations in Italy.

On Saturday about 600 heavies of the 15th Air Force went to southern Germany, blasting Regensburg, Augsburg, Munich and Lenz.

55 Locomotives Blasted

In strafing attacks on the way home, Eighth fighters destroyed or damaged 55 locomotives, 260 freight and oil cars and 11 highway trucks in the Stuttgart, Darmstadt, Ludwigshafen and Hanover areas.

Total Eighth losses for the weekend were 38 bombers and 29 fighters, presumably on account of intense flak. Thirty of the bombers and 23 fighters were missing from yesterday's operations, but some of them were believed to have landed in friendly territory. There was no enemy fighter opposition, although several Nazi jet-propelled planes were sighted both days.

Ninth Air Force Marauders, Havocs, Thunderbolts and Lightnings Saturday carried out a series of operations against German communications and defensive positions in the Rhineland, mainly in the area west of Cologne.

Approximately 200 medium and light bombers bombed Nazi strongpoints at Eschweiler, ten miles east of Aachen, and ordnance supply depots near Trier.

1129

Nov. 5, 1944

7 1/2 HR

FRANKFURT, GERMANY

(Marshalling yds.)

5,000 Heavies in Non-Stop Blitz

(Full Headline)

2-Day Blow Hammers Nazi Cities

In a weekend non-stop air assault nearly 5,000 Allied heavy bombers hammered targets in 14 cities in Germany, as well as in Austria and Yugoslavia.

More than 1,200 Fortress Liberators of the Eighth Air Force escorted by about 650 P-47s and P-51s yesterday pounded rail yards and synthetic oil plants in Frankfurt, Ludwigen and Karlsruhe, following a day of attacks on Vienna, Prague and Bratislava which more than 1,100 B-17s and B-24s bombed.

Economic warfare against Germany is being stepped up by the Allies. The German people are being starved of food and medicine. There exists no overoptimism that Germany can be brought to her knees by economic warfare alone.

The food situation is almost as acute as it has ever been. The Nazis raid the rich lands of Normandy, import fruits from Spain or plunder the harvests of the Balkans. Economic warfare officials anticipate that Germany will face shortages, forcing the German people to spend more and more on a monotonous diet of built-up-around potatoes.

With the Allied armies tightening their grip on Germany by land, the Allied sea forces will have their best chance of the war to seal off any trickle of food or medicine the Germans may try to bring by submarine or ship.

We led the 306th today, we second navigator, and Barnett rode in the nose with "Duck" and me. Davis finished up on this one with Maj. Keeling.

What a wind up there - 60 x 70 mph. It took us a helluva long time from the coast back to T-6. And was it wet, foggy, & rough over England on return!

Not much flak at the target but we found a piece in my A-3 bag coming back made a good sized hole in the nose.

AP Photo - Associated Press

30

Nov. 16, 1944

AACHEN, GERMANY
(gun emplacements)

6 HRS.

1,200 Heavies
Aid Doughboys #30

More than 1,200 U.S. heavy bombers went all-out in the support of American ground attacks north of Aachen yesterday.

And also during the day over 1,150 RAF heavies, escorted by upward of 250 fighters, pounded three towns east and northeast of Aachen.

The heavily-fortified towns of Duren, Julich, and Heinsberg, east and northeast of Aachen, were pounded by the RAF heavies.

Over 450 P47s and P51s escorted the American Fortresses and Liberators. At a late hour last night losses had not been announced.

Yesterday's blow was the Eighth's second large-scale tactical assault in a week, comparable to the crushing bombardment which preceded the Normandy breakthrough at St. Lo and Caen, as well as the Metz offensive of Sept. 9.

Many thousands of 260-pound fragmentation bombs were spread over an area north of Eschweiler and south of the village of Langerwehe, west of Duren. German defense included flak and barrages from field-gun batteries, as well as "anti-aircraft" fire from troops in foxholes, and from strongpoints. There was no fighter opposition.

On the way home, two Mustang groups, led by Capt. Henry S. Ville, of Paradise, Calif., and Dale E. Shafer, of Dayton, Ohio, strafed rail targets in the vicinity of Frankfurt and Giessen, shooting up 20 locomotives, 92 freight cars and three trucks.

Led the gp. today with Schneider and Maj. Huling in a GH ship we borrowed from Moleworth.

Boy, was it cold both on the ground and in the air. (-39° at 21000)!

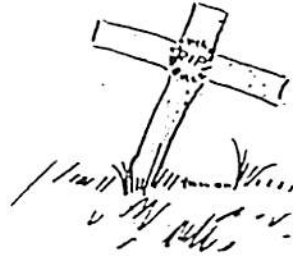
All the flak we saw was along our own lines but some groups behind got shot up. - A nice mission to finish up on !!

Bad weather caused our landing at an alternate base. (Honeybourne)

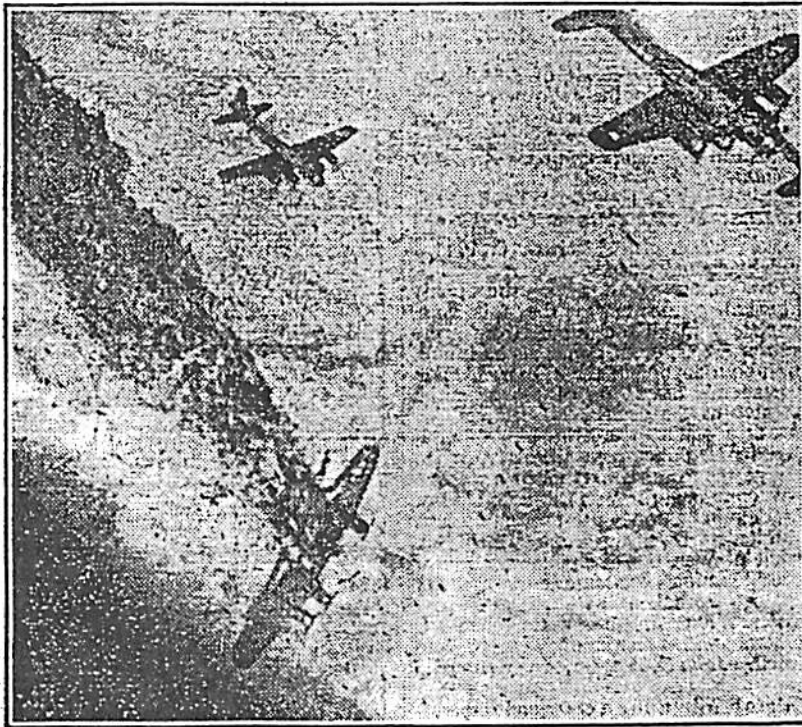
I'm all done !!

Remember:

Grelford - (N) ✓
Grife - (P)
(PW) Dudley - (P)
Layfield - (N) ✓
"Willie" Gregory - (B)
Spoooner - (N)
Stewart - N

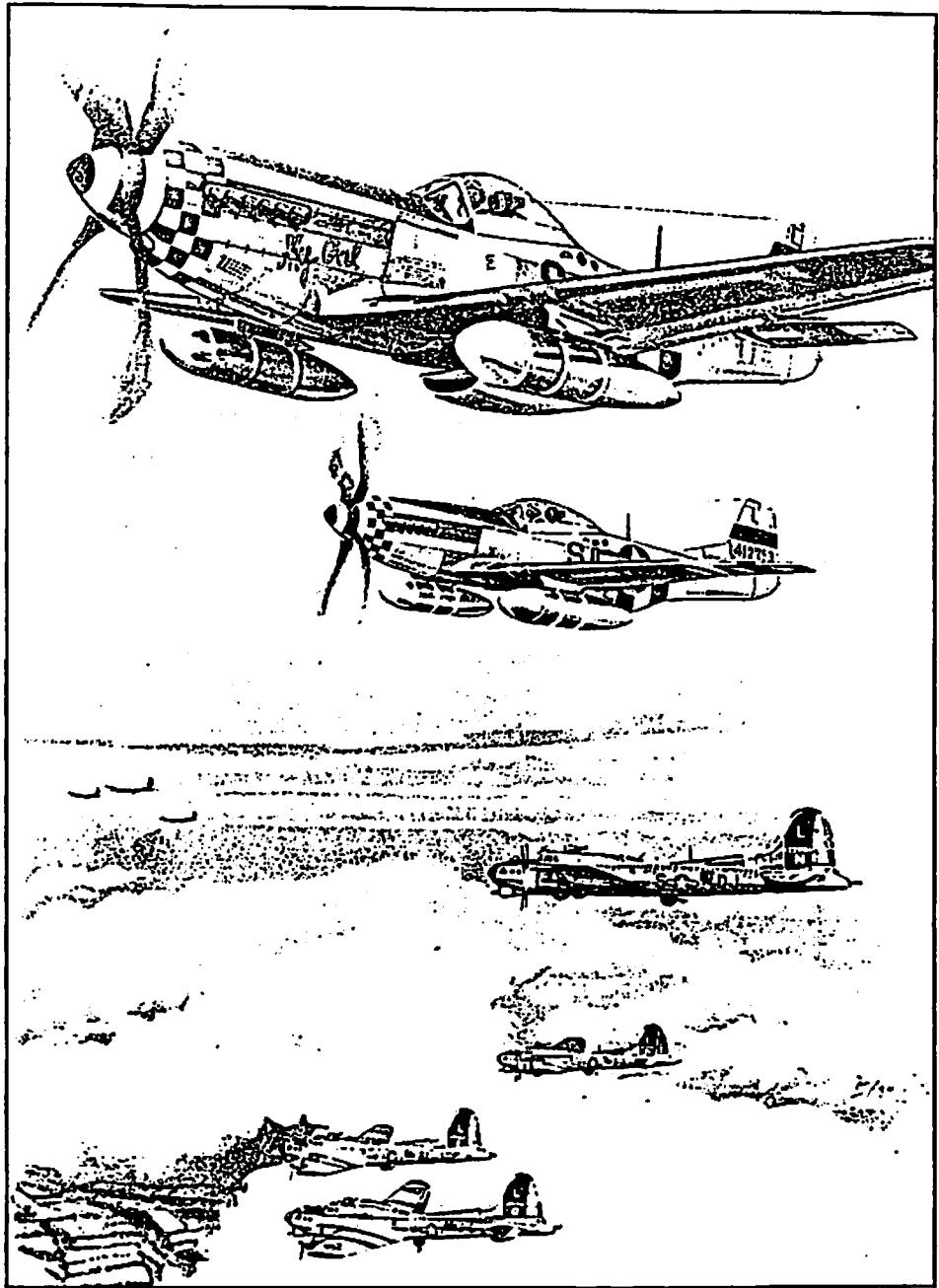


They Carved Their Epitaph in the Clouds



U.S. Army Air Force Photo

This remarkable shot of a shattered Flying Fortress plummeting to earth shows the grim risks of aerial combat. The plane was brought down as the Eighth Air Force raided a synthetic-oil plant at Merseburg, Germany, on Nov. 2. Enemy fire tore off the entire nose section of the Fort, with the pilot, co-pilot, bombardier and navigator inside. One engine was wrenched off as the plane plunged amid flame, smoke and debris.



P-51 Mustangs keep Luftwaffe off 'Flying Forts'

Artist—Stan Jones

RAIDS - July 17 - Nov. 16, 1944

Pilot

①	Ham, France	July 17		5 1/2	Johansen
②	Peenemunde	18		9	Johansen
③	Rudolphstadt	20		8	
④	St. Lo	24		4	
⑤	St. Lo	25		4 1/2	
⑥	Merseberg	28		8	
⑦	Munich	31		8 1/2	
⑧	Ahlam	Aug. 4		9 3/4	
⑨	Brandenburg	6		8 3/4	
⑩	Ulm	9		8	
⑪	Evreux, France	13		4	
⑫	Florennes, Belgium	14	✓ φ	7 1/2	Ld deputy to R Jordan (wing)
⑬	Bohlen	16		8	
⑭	Merseberg	24		8 1/2	
⑮	Peenemunde	25	✓ φ	9 1/2	"Mac" (wing)
⑯	Wilhelmshaven (Almost Berlin)	27	✓ φ	8	Glynn (co-pilot wing dep.)
⑰	Kiel	30		7	
⑱	Ludwigshaven	Sept. 3	*	8-	Davis - with I was with original
⑲	Ludwigshaven	8	*	7	
⑳	Eisenach	11	*	7 1/2	
㉑	Unna	19	*	6 1/2	
㉒	Frankfurt	25	*	7	
㉓	Cologne	27	*	6 1/2	Schneider
㉔	Kassel	Oct. 2	*	7	Davis
㉕	Ruhland	7	* * φ	9	Flanagan
㉖	Cologne	15	* * φ	6	
㉗	Mannheim	19	✓ ☆	6	Sutton
㉘	Hannover	22	* * φ	8	Chalfant
㉙	Frankfurt	Nov. 5	* *	7 1/2	Kesling
㉚	Aachen	16	* *	6	Schneider

Time from takeoff to landing →

Pilots I flew with, 1944