

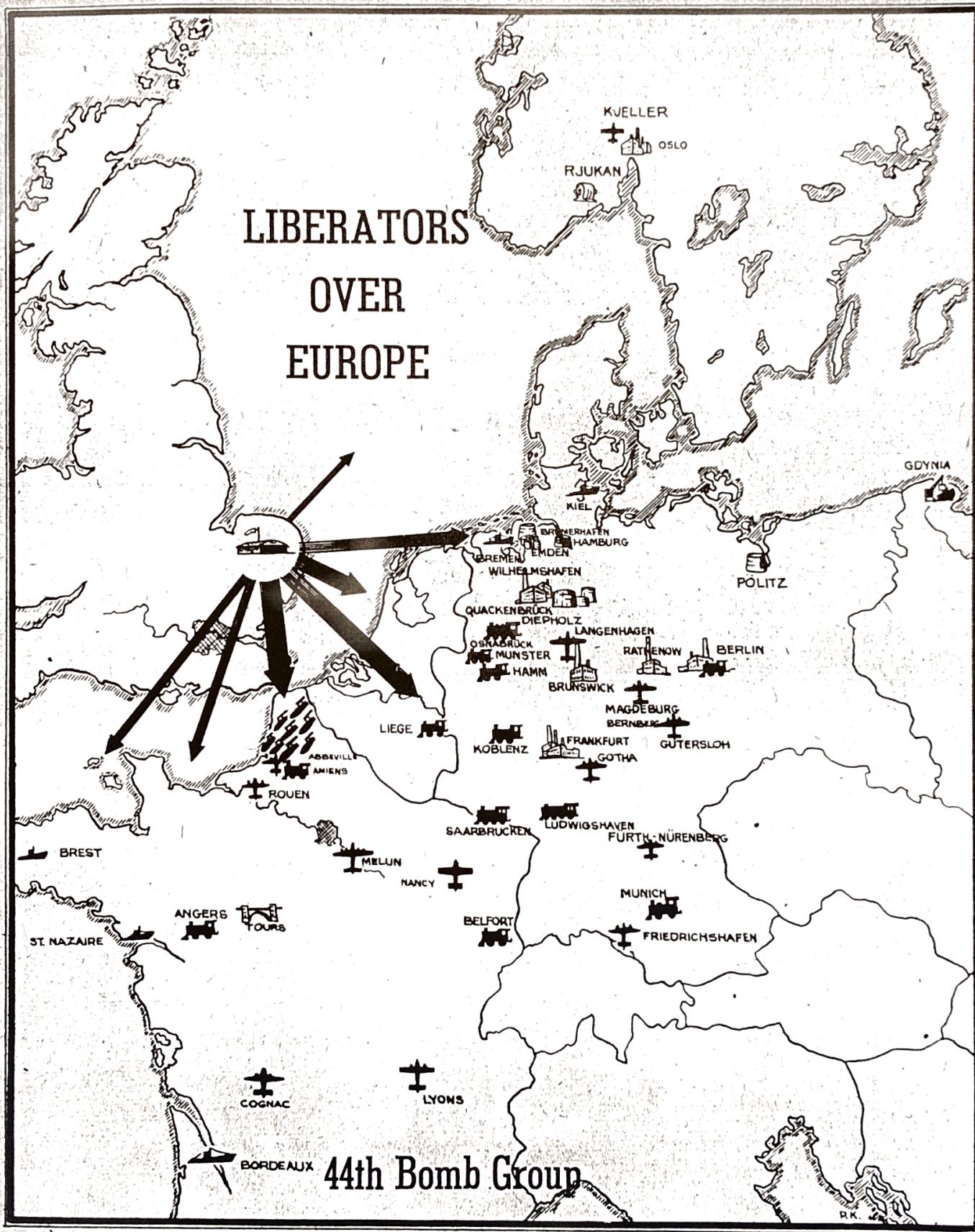
ENGLAND

Norwich

# 44 LIBERATORS OVER EUROPE

EUROPE

# LIBERATORS OVER EUROPE



Written and Compiled by  
URSEL P. HARVELL

All photographs in this book are official Eighth Air Force photographs, made by the author or under his supervision during his twenty-seven months overseas as Photographic Officer.

# DEDICATION

"LIBERATORS OVER EUROPE" IS DEDICATED TO THOSE  
MEN OF THE FORTY-FOURTH BOMBARDMENT GROUP

WHO . . . .

. . . . PIONEERED IN DAYLIGHT BOMBING AGAINST  
THE ENEMY.

. . . . PROBED FIRST THE DEFENSES OF THE REICH.

. . . . DARED TO CROSS INTO THE NAZIS IMPENE-  
TRABLE SKIES.

. . . . FLEW AGAINST THE GREATEST ENEMY ODDS  
OF THE WAR.

. . . . PROVED TO A DOUBTING WORLD THAT DAY-  
LIGHT BOMBING WAS THE ANSWER TO THE DEFEAT OF  
THE LUFTWAFFE—THE PRELUDE TO THE INEVITABLE  
SUCCESS OF THE GROUND FORCES AND TO ULTIMATE  
VICTORY

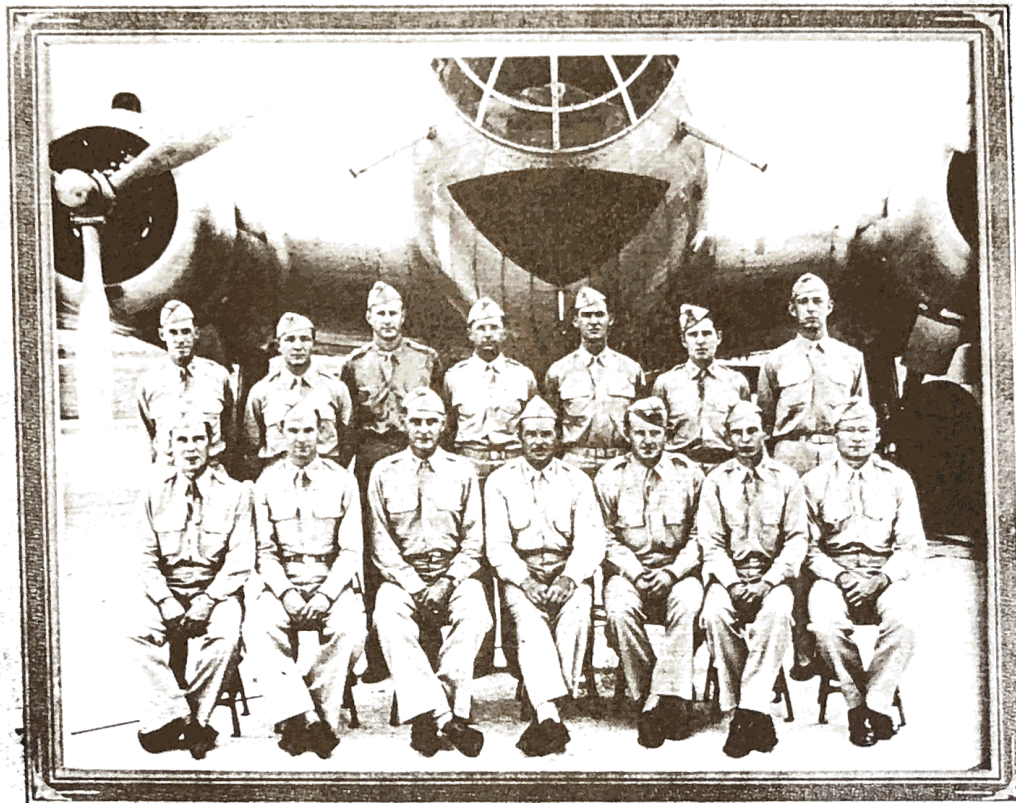
AND . . . .

*ABOVE ALL, to those men of the Group who died that these  
things might come to pass so that democracy again might be  
the guiding light of the world.*

# STAFF, 44<sup>TH</sup> BOMB GROUP (H) AFCC.

McDill Field, Florida

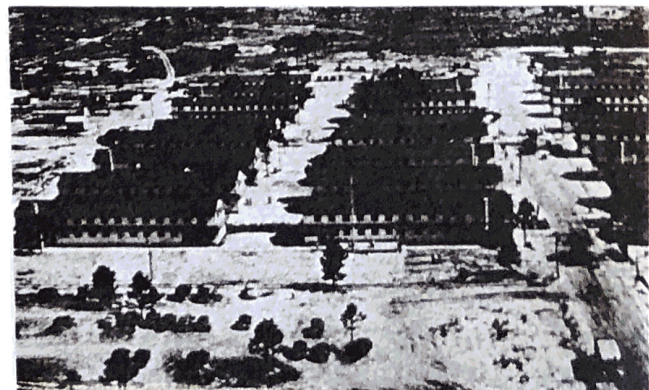
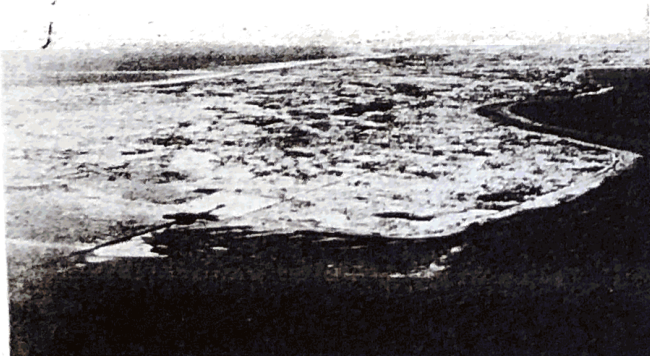
August, 1941.

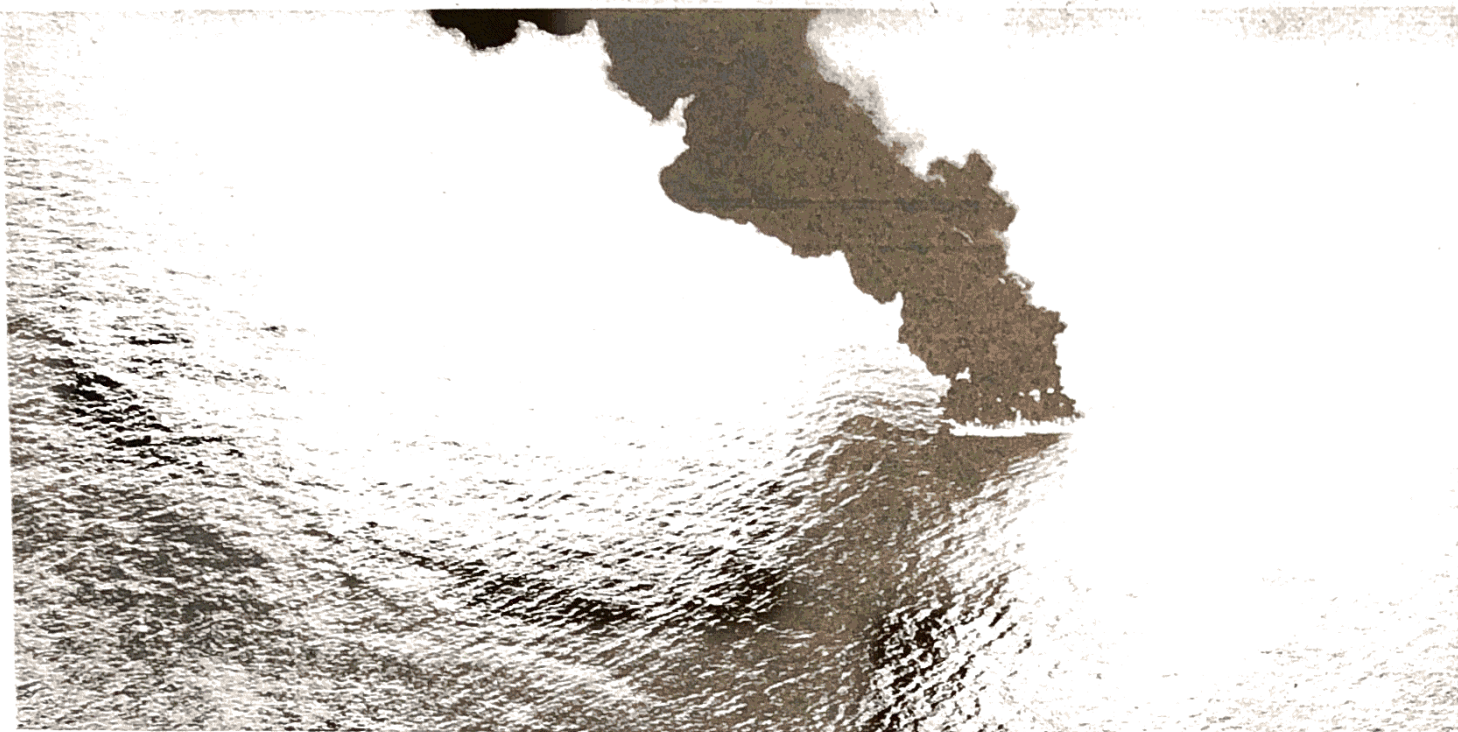


Marion C. Morgan 2ND LT., WEATHER, NAV.	Jewell W. Ewing 1ST LT., S-1	G.G. Griffin, Jr. 1ST LT., S-2	L.H. Oetjen 1ST LT., SURG.	D.W. Macdonald 1ST LT., ASST. S-4, ENG.	James L. Lee 1ST LT., ARM. CORP.	C.R. Heffner 2ND LT., MORALE, A.B.R.
Joe V. Moffitt, Jr. CAPTAIN, ADJUTANT	Carlisle D. Stuman MAJOR, G.O. 66TH SQ.	Walter G. Bryte MAJOR, INSTR. & EXEC.	Hugo P. Rush SR. COMMANDER	Edward J. Timberlake MAJOR, G.O. 66TH SQ.	James T. Posey CAPTAIN, S-4	C.H.W. Rueter 1ST LT., S-3, COMM.

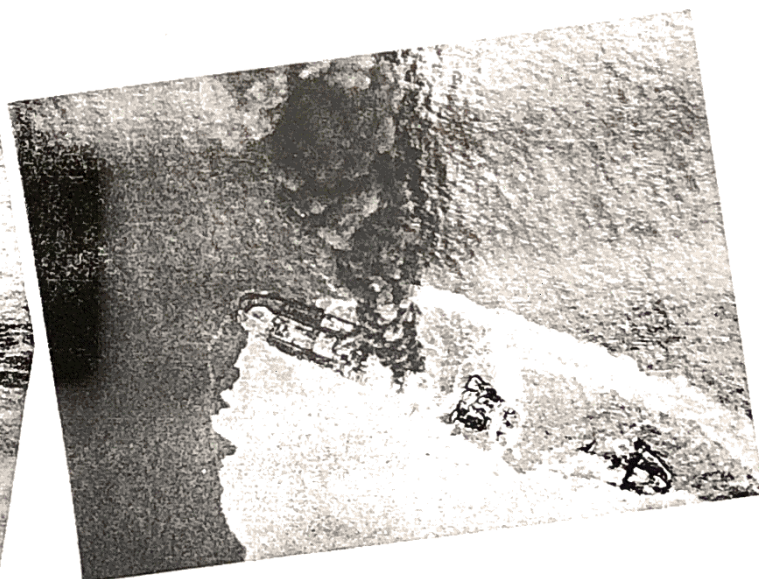
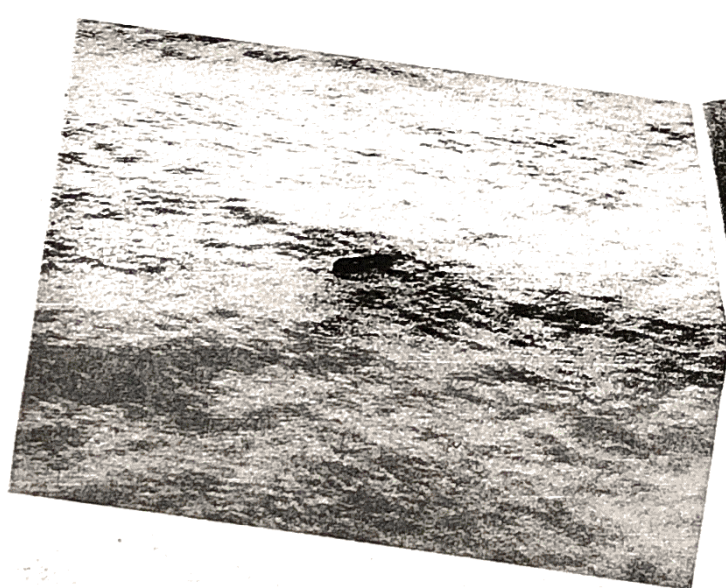
The Forty-Fourth Bombardment Group was activated 15 January, 1941 at McDill Field, Florida from personnel of the Fifty-Second Bomb Squadron of Langley Field, Virginia. Major Lawrence was assigned as Commanding Officer. Shortly afterwards Colonel Rush took over command of the Group. His staff consisted of the above officers. At this time the total aircraft strength of the group was one B-17, two B-18's, one A-17, two PT-17's, and one BT-14. Armament was entirely lacking until shortly after the war was declared on 7th of December, 1941. Two 30 calibre machine guns arrived and were mounted on the A-17 causing no end of speculation and excitement. Thus the A-17 became the first aircraft of the Forty-Fourth Bombardment Group capable of combat.

Almost with the declaration of war the Group received its first Liberator, (called the LB-30). A pilot was alternately checked out as co-pilot then pilot of the five aircraft mentioned above before he was eligible to be co-pilot of the Liberator, eventually emerging as first pilot. The process required about nine months of training on the heavier aircraft before becoming a qualified first pilot on the LB-30.





From May to August, 1942, the Forty-Fourth Bombardment Group gained a lot of experience at Barksdale Field, Louisiana, before going overseas, doing neutrality patrol over the Gulf of Mexico. Sharp lookout was kept for submarines and possible enemy sub supply activities. Photographs, observations and location fixes were reported of all vessels daily to Naval and Air Force Headquarters. Several enemy submarines were bombed by the Group and two kills were credited to the bombardiers of the LB-30's. The photographs on this page were taken of cargo ships which had been torpedoed by Nazi submarines.

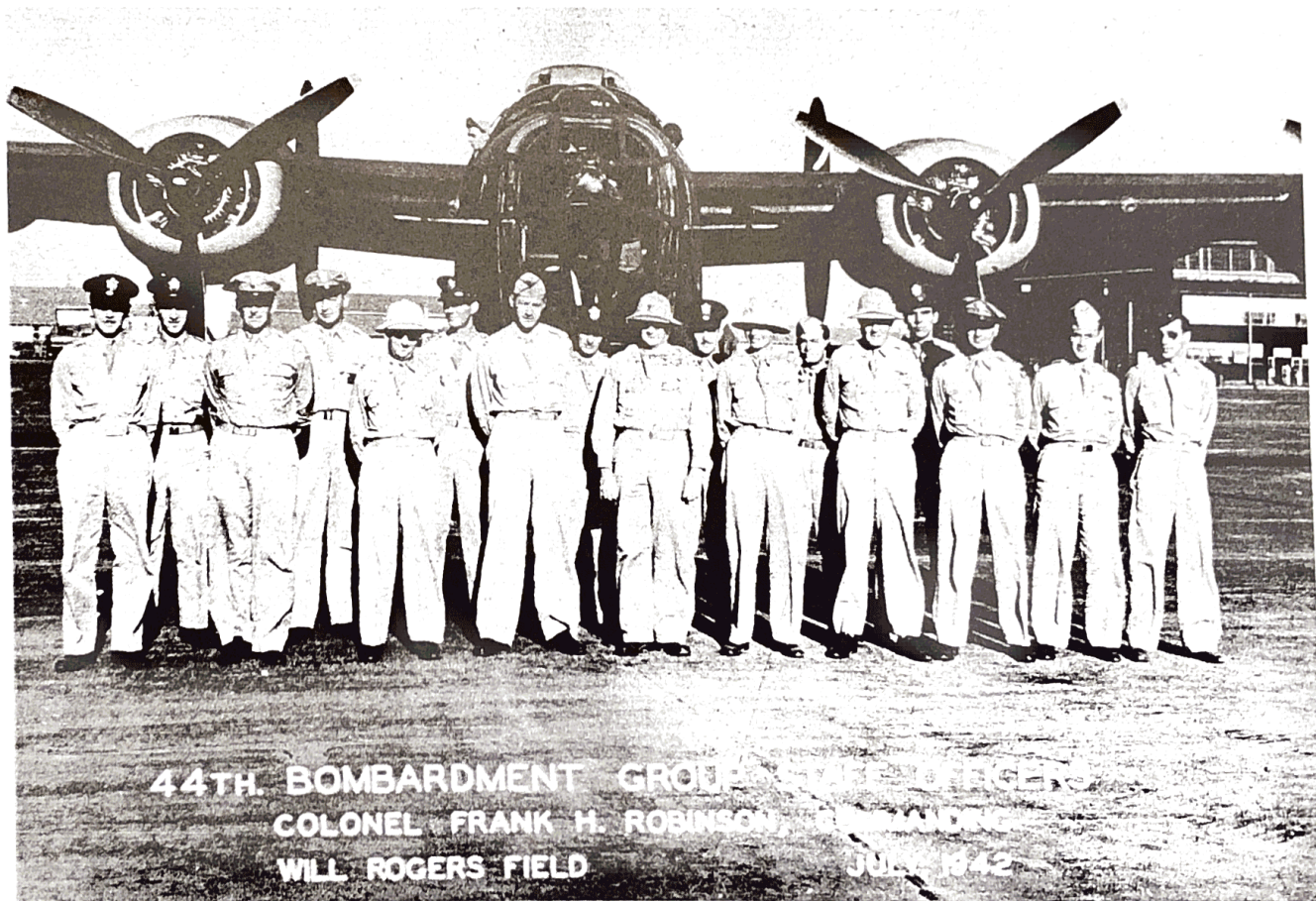




**COLONEL FRANK H. ROBINSON**

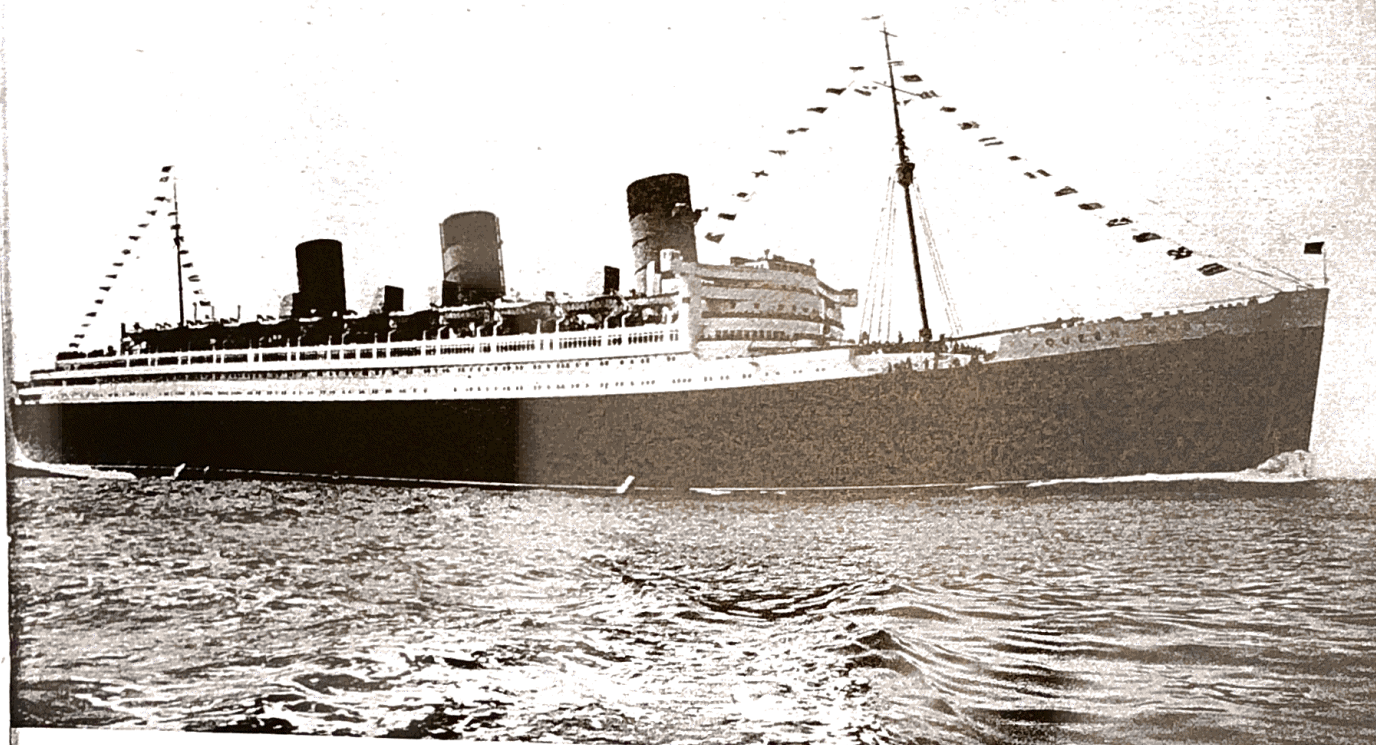
Graduated from United States Military Academy, 1927.

Commanding Officer, Forty-Fourth Bomb Group from 1 April, 1942 to 4 January, 1943.



First Row—(left to right) 1st. Lt. Charles F. Bartleson, Capt. H. G. V. Hart, Capt. Hyman Shachtman, Capt. Goodman G. Griffin, Jr., Col. Frank H. Robinson, Major James T. Posey, Major Robert Taylor, III, Capt. Ralph H. Riegelman, Capt. John E. Nitsche, 1st Lt. John D. Hammer.

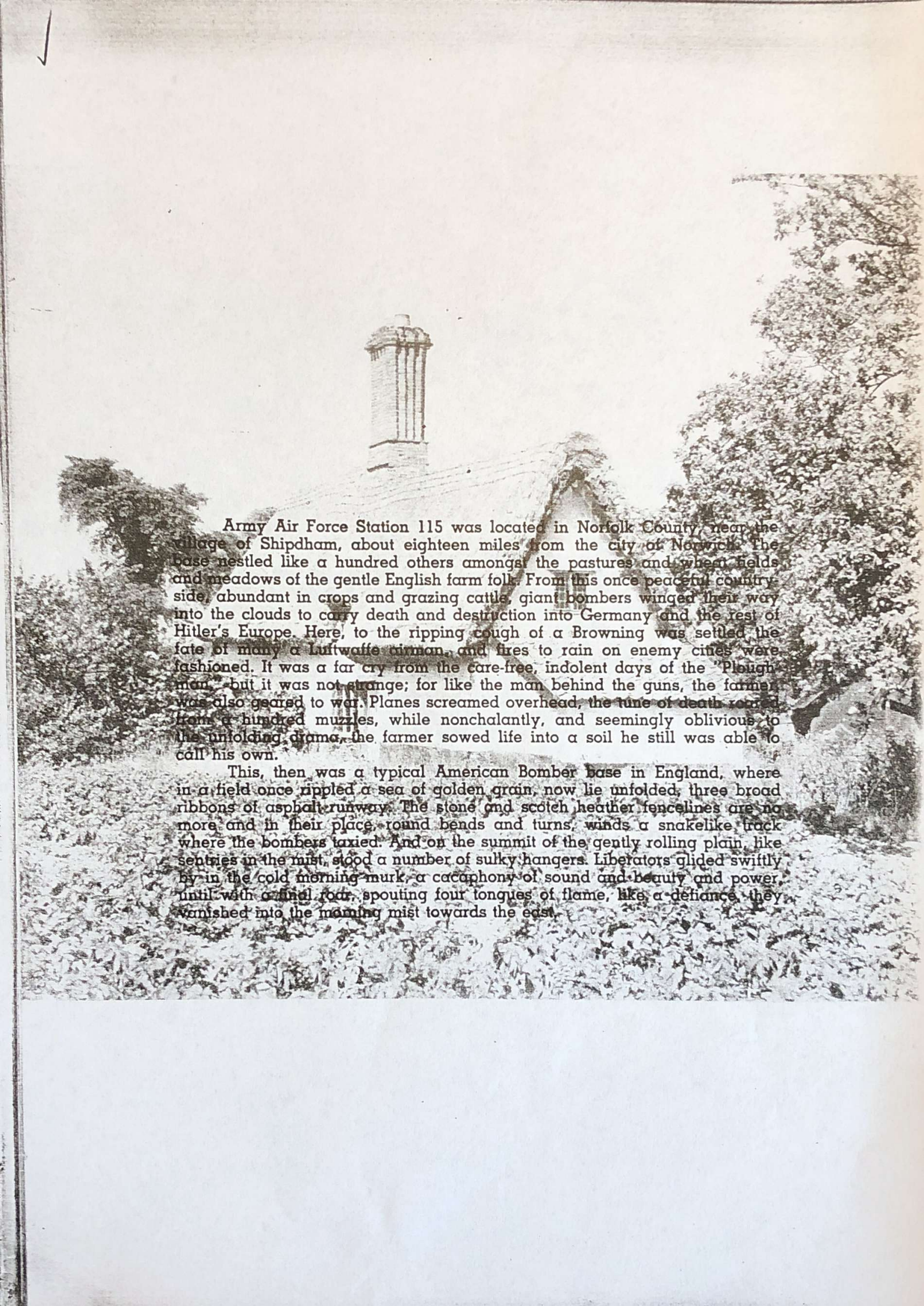
Second Row—(left to right) 2nd Lt. Norman J. Gahn, Major Algene E. Key, Major Donald W. McDonald, Major Francis H. MacDuff, 1st Lt. L. Blau, 1st Lt. Robert L. Dean, 1st Lt. Bruce H. Pauly.



From Barksdale Field the Group moved on to Will Rogers Field, near Oklahoma City where through its experience and aggressiveness, it gained a reputation still unequalled. Its Overseas Training Unit work at an end, and having regularly assigned officers, the group now concentrated on long cross country flights. Its Liberators roamed the skies 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. The group set to work in a frenzy, and in record time all equipment was crated and loaded and the men ready to go. The ground echelon proceeded to Camp Dix, New Jersey, a camp seething with departing troops. One week of heavy drill and physical training, plus the necessary inoculations and security lectures, then on to New York City, where under a heavy veil of secrecy, the departing Group boarded the majestic Queen Mary. Other thousands came aboard throughout the night and the following day, and on the afternoon of September 5, 1942, to the accompanying whistles of a hundred ships in the harbor, the Queen Mary eased her way down the river toward the sea and the unknown.

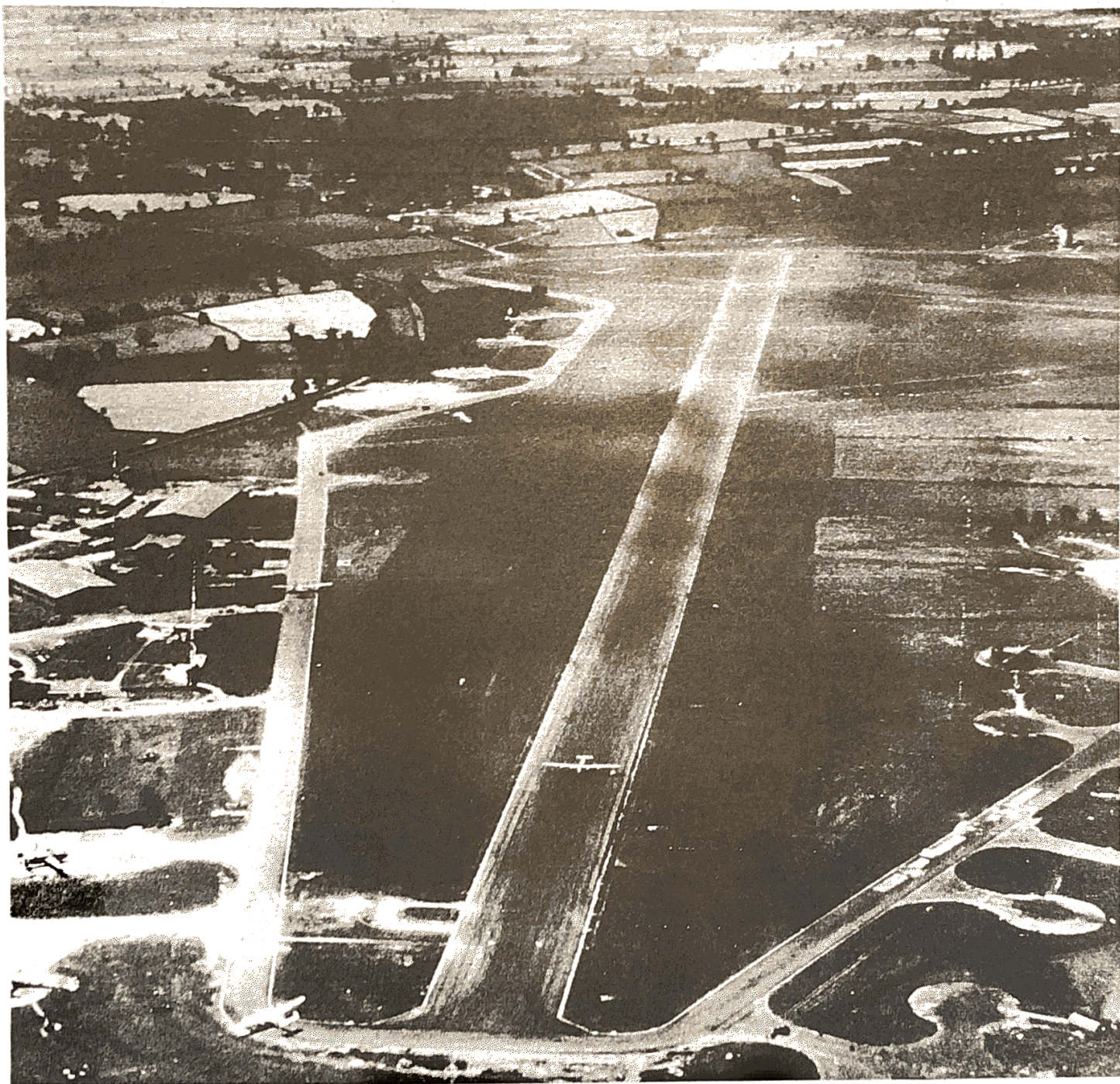
The air echelon winged its way to Grenier Field, New Hampshire, to prepare for the hop across the Atlantic and the battlefield.

The Queen Mary zig-zagged her way through the U-boat wolfpacks to the Firth of Clyde in bonny Scotland, then the Group proceeded down the rolling valleys of Old England to their first and temporary base overseas. Here began a new system of indoctrination, which to the men brought back memories 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; this time to a base which was to be their home and fighting base for the next two and a half years—AAF Station 115, and as the ground echelon reached its new base, the planes circling overhead were bringing down the air crews for whom they had been awaiting.



Army Air Force Station 115 was located in Norfolk County, near the village of Shipdham, about eighteen miles from the city of Norwich. The base nestled like a hundred others amongst the pastures and wheat fields and meadows of the gentle English farm folk. From this once peaceful countryside, abundant in crops and grazing cattle, giant bombers winged their way into the clouds to carry death and destruction into Germany and the rest of Hitler's Europe. Here, to the ripping cough of a Browning was settled the fate of many a Luftwaffe pilot, and fires to rain on enemy cities were fashioned. It was a far cry from the care-free, indolent days of the "Ploughman," but it was not strange; for like the man behind the guns, the farmer was also geared to war. Planes screamed overhead, the tune of death roared from a hundred muzzles, while nonchalantly, and seemingly oblivious to the unfolding drama, the farmer sowed life into a soil he still was able to call his own.

This, then, was a typical American Bomber base in England, where in a field once rippled a sea of golden grain, now lie unfolded, three broad ribbons of asphalt runway. The stone and scotch heather fencelines are no more and in their place, round bends and turns, winds a snakelike track where the bombers taxied. And on the summit of the gently rolling plain, like sentries in the mist, stood a number of sulky hangers. Liberators glided swiftly by in the cold morning murk, a cacaphony of sound and beauty and power, until with a final roar, spouting four tongues of flame, like a defiance they vanished into the morning mist towards the east.



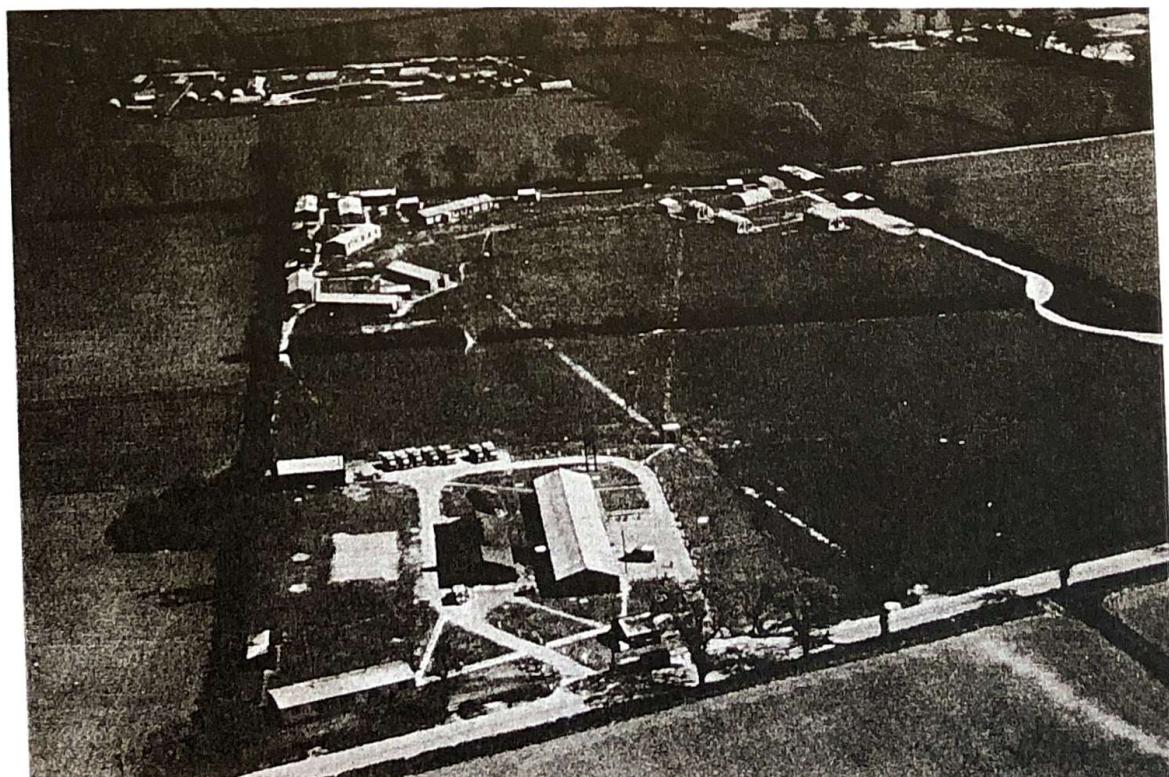
The Shipham Airdrome, home of the Forty-Fourth Bombardment Group (heavy) was built on the old Patterson Farm. Work was started on the field in 1940 by the British Air Ministry. The Forty-Fourth occupied the field in October, 1942. Two years of hard work went into improvement of roads, dispersal areas, taxi strips and housing facilities before the base could be termed comfortable. The photograph above shows the main landing strip looking west.



14TH COMBAT  
WING



SITE 3



HOSPITAL—SITE 1 AND SITE 3 IN BACKGROUND



Barracks where I lived at Shipdham air base while  
 COMMUNITY SITE AND SITE 4 flying combat missions  
 during World War II

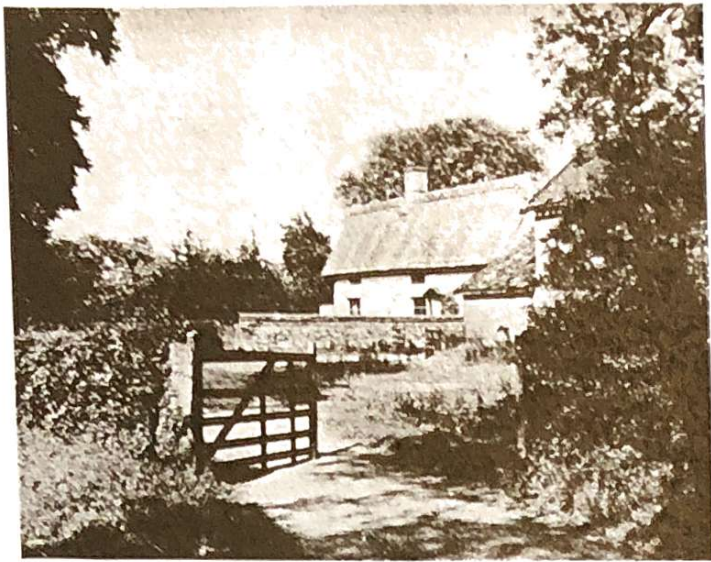


SITE 2

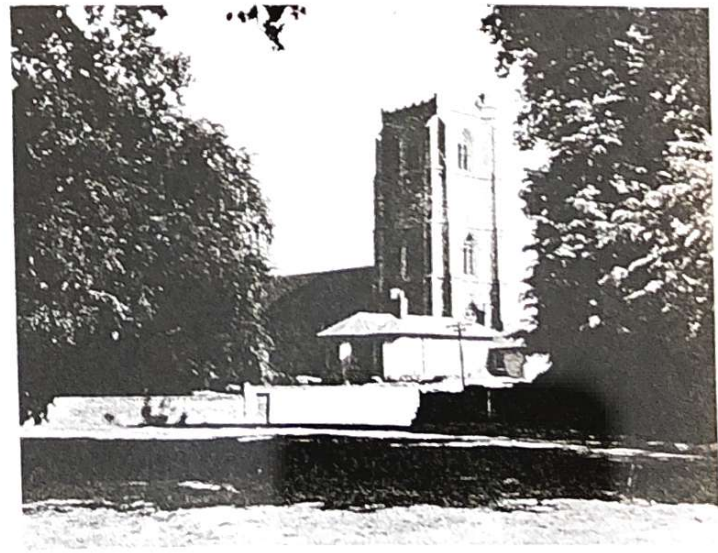
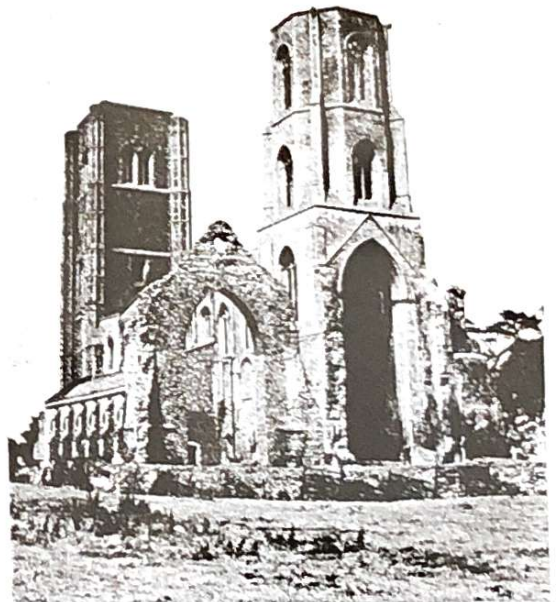
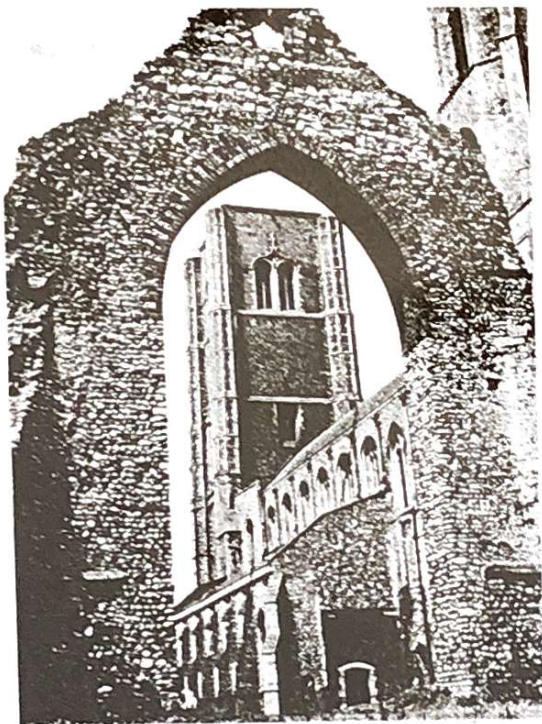
Michael  
 Wally Tinslow  
 lived in the  
 same barracks.  
 WJT

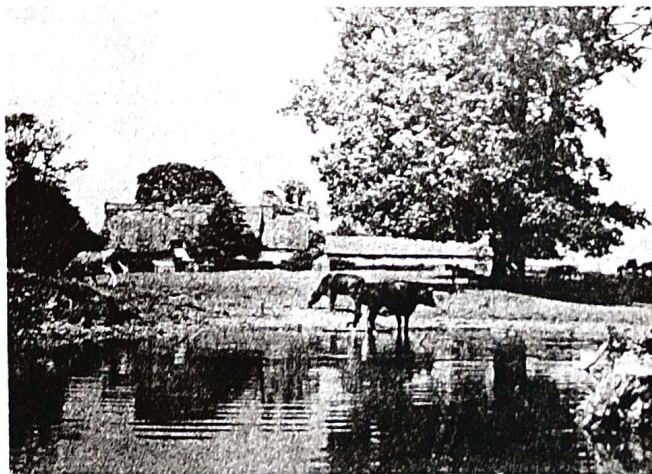
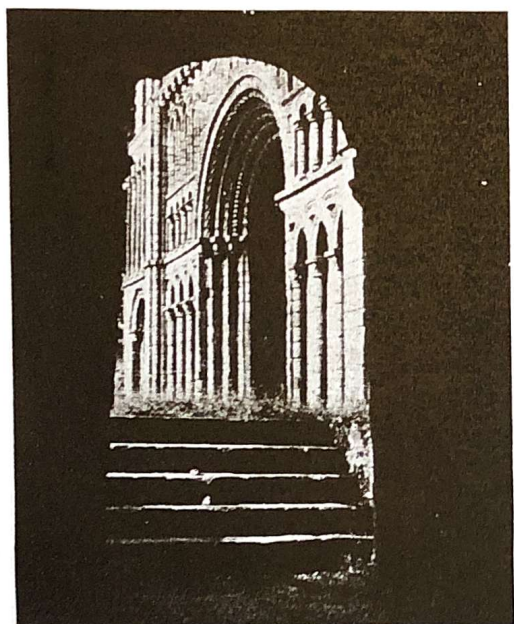


SITE 4



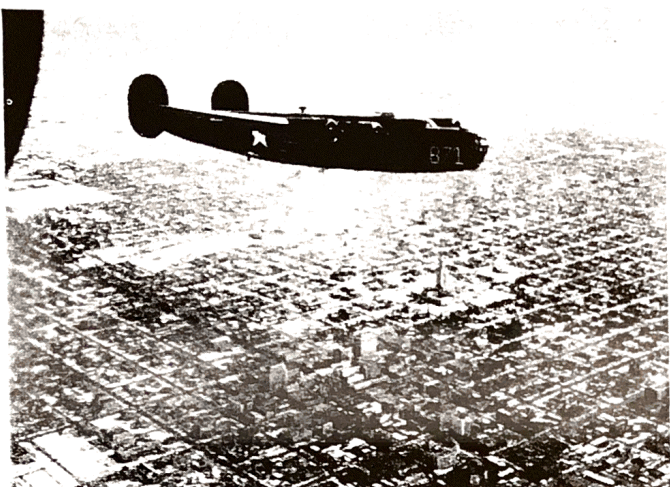
## ENGLISH SCENES Near The Base





October winds were blowing when the Group reached England. It was 1942. The drums of German victory 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 Wehrmacht could almost be heard clattering on the cobblestones of beaten countries just across the channel. 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. The threat of invasion was ever present as supplies to bolster the island defenders merely trickled into the eastern outpost of democracy. 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 and more allied convoys docked in British ports. The tide of war at sea was turning and now the time was drawing near to turn the tide in the sky. As yet the Forty-Fourth was untried against the invincible Luftwaffe.

Training was hard under way. Mechanics in greasy clothing, oily and begrimed, toiled unceasingly in the chilling winds which swept the flat-lands, while planes droned overhead unseen through the mist and lowering cloud. There, men reared in the sunlit skies of the south, had learned to hurtle 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 grease monkey 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 men a feeling of grim confidence. While back in the states the fourth squadron of the Forty-Fourth, the 506th, was hard at work training to take its place with the other three squadrons now ready for battle.



TRAINING FLIGHT OVER LINCOLN, NEERASKA



The Third Phase Training Period in the States called for a lot of flying both day and night. The three old crates #363, #042, and #871 were B-24-D's and had to be used around the clock to furnish training for twelve crews of the 506th squadron which had its third phase training at Wendover, Utah and Pueblo, Colorado.

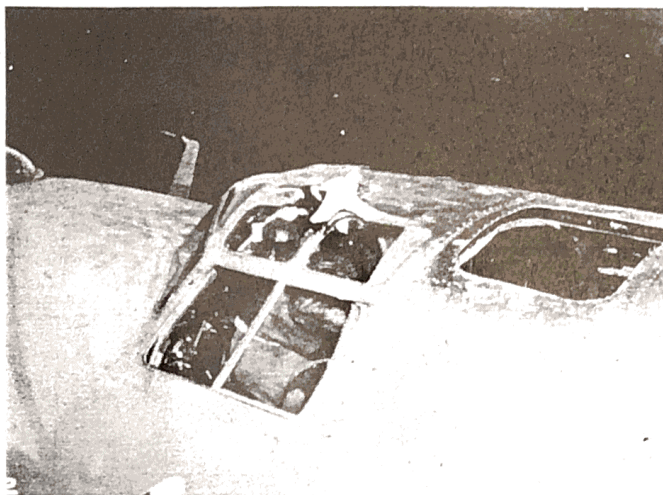
Some of the pilots who trained in the ships pictured here, were Lt. Cols. Strong, McAtee, Bunker and Beam (Squadron CO), Majors Rebich, Slough, and Anderson, Capt. Swanson, and Lts. Micheals, Graham, Butler, Olson, Fouts and Hobson.



PUEBLO DISPERSAL AREA WITH PIKES PEAK IN BACKGROUND

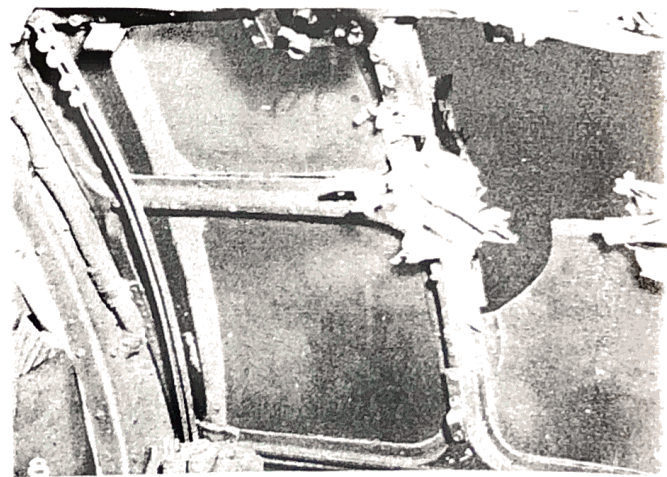
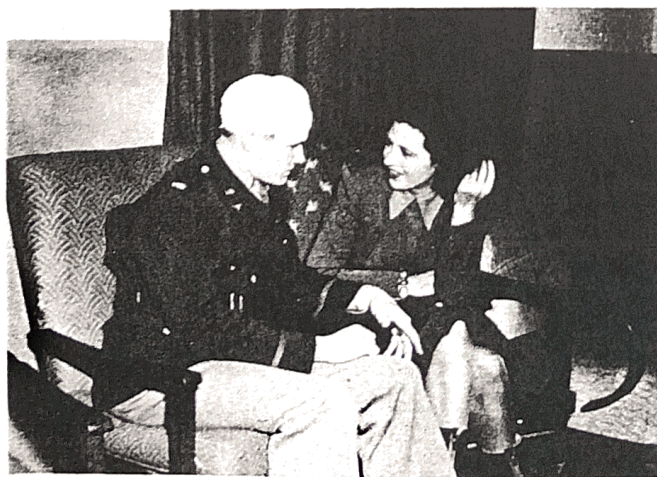


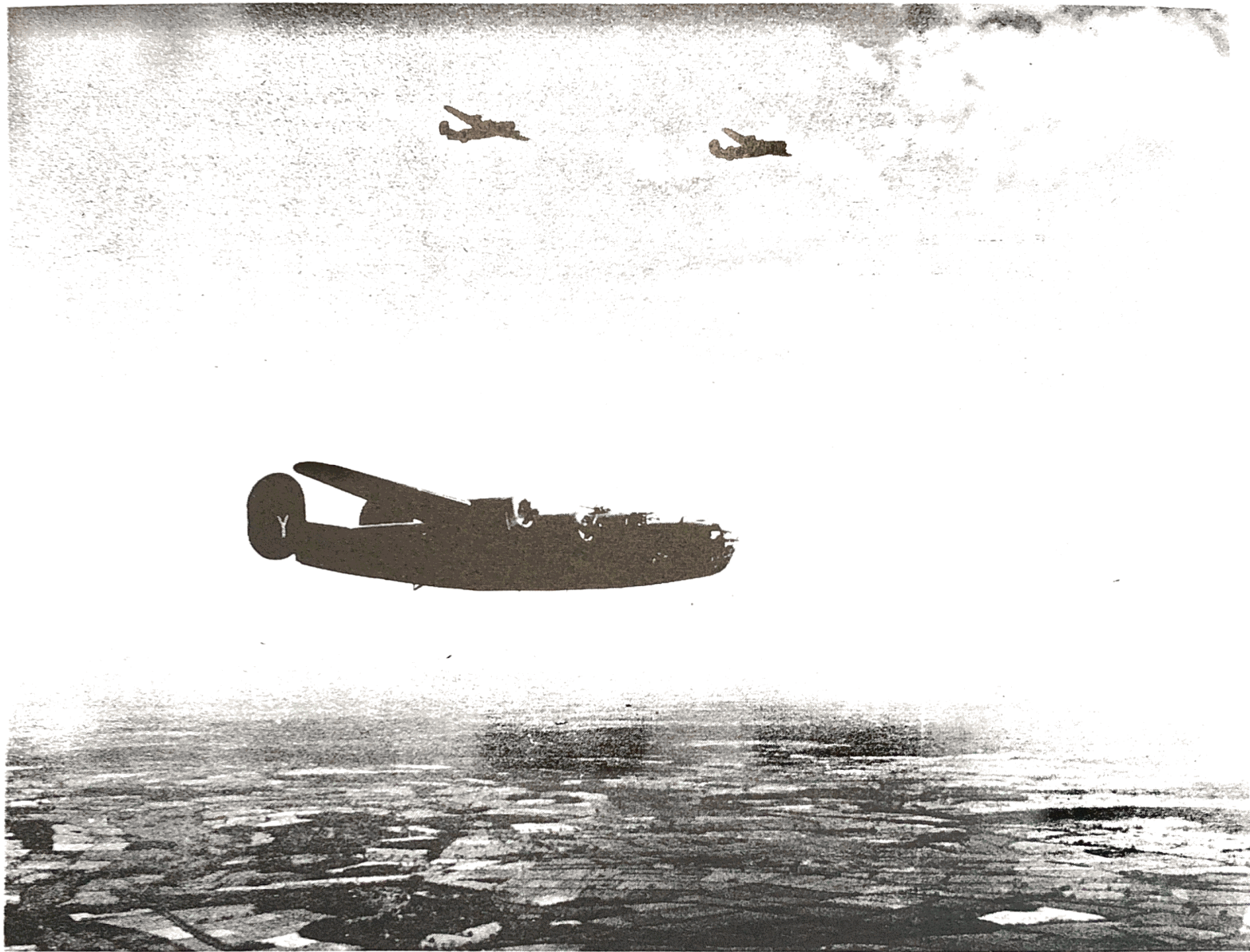
CONTROL TOWER, PUEBLO, COLORADO



The sixth of December, 1942, was baptismal day for the Forty-Fourth Bomb Group. The target was the very den of the enemy, Abbeville-Drucat airdrome, home of Georing's dreaded and famous yellow nosed fighters. A recall of the mission was not received by the Sixty-Eighth Squadron which flew on alone as the Sixty-Sixth and Sixty-Seventh Squadrons turned back. Not knowing that the mission had been cancelled the Sixty-Eighth continued on to the target, battling alone without escort against the pride of the Luftwaffe. For the untried and inexperienced handful of Airmen, it was a nightmare, but out of this would come battlewise veterans bringing intelligence of the enemy's tactics, material and strength, to lay the foundation for future operations—Pioneers, writing the future battle plans of the Air Force in blood.

The Sixty-Eighth fought furiously to stave off the swarm of Messerschmitts and Folke-Wulfs. The Liberators were spitting streams of tracer and fifty calibre fire at the defenders and after running the gauntlet of heavy flak over the target to bomb, the big heavies headed for home. On the withdrawal, Lieutenant Dubard and his crew, the Group's first casualty, battling to the last, bullet riddled and ablaze, was sent crashing into the English Channel. Lieutenant Tommy Holmes was seriously wounded at the same time by a burst of twenty millimeter fire in the cockpit just above his head. Though seriously wounded and his ship badly damaged, Lieutenant Holmes brought the crew safely home, for which he received the Group's first Distinguished Flying Cross.





While the North African Campaign was slogging through the mud that marked the end of 1942, The American bomber effort in Britain was virtually at a standstill. The 44th flew only three missions during the month of December. The weather although bad was not entirely the cause. Bomber deliveries and replacements were not coming over and North Africa was demanding more and more. The 44th was temporarily an orphan of war and a flying laboratory for the experimenters of daylight bombing. Out of this test tube would come the formula that was destined to destroy the enemy's capacity to wage successful warfare.

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Romilly on the Seine was attacked on December 20th. Results were good as the railway marshalling yards presented an excellent target. Fortresses joined the Liberators on this mission to form a striking force of less than fifty bombers. A diversion had been furnished by another group to pull the defending fighters from the target area. Even with all this strategy the group was set upon by a large number of enemy aircraft, mainly FW-190's and JU-88's, and a number of fortresses were seen to go down in the target area. Temperature was the cause of various malfunctions and abortives. Super-chargers, machine gun and oxygen failures were the main troubles, and many modifications were being made to meet the weather and the changing tactics of the enemy. Engineering, in fact, every section on the tech site, worked around the clock, to put the ships in the best possible condition for combat. Conditions were far from satisfactory to work in. The tech site was a full two miles from the living quarters, accessible only over mud-slogged roads and treacherous in the inky blackout. Transportation was critical, walking was a necessity and mud splattered men plodded back and forth four times daily. Bathing was done in helmets with water heated over weak barracks fires, each waiting his turn at the stove. The food, too, was inadequate for men of whom so much was expected, and mutton, found on every menu, was soon finding its way into the garbage pails while men preferred to go hungry.

The combat crews and the ground crews of the Forty-Fourth were truly pioneers in this warfare to crush a nation from the air in daylight and the men knew it. Complaints were rare, the men resigned themselves to conditions, and their sole interest was to get the big bomber and its crew in the air and back again. Food, roads and transportation improved with time and everyone soon lost themselves in the work of delivering destruction to the enemy across the channel.

The German U-boat was taking a heavy toll of vitally needed supplies and ships, and word came down to strike at the bases of the submarine. The first of these selected for attack was St. Nazaire on the 3rd of January, 1943, on the southeast coast of France, known to all who fly as "Flak City." This mission necessitated careful planning as there was no fighter escort in those days and the coast of France bristled with anti-aircraft guns. Men who had flown through it were heard to swear that the flak was thick enough to walk on. The Forty-Fourth was chosen to do the job for their first severe test and their deepest penetration into enemy defenses. The crews in action soon corroborated the stories of the flak, and fighters came up from many directions to meet the challenge. Flak and fighter damage was plentiful but the weather on the way back was even worse. Aircraft running low on gas, and some with engines out, caused emergency landings to be reported from all over England; some crashed and a number of dead were reported. Higher headquarters stated that the mission was very successful, however daylight bombing still did not have the support and confidence of all concerned. The technique had not yet been proven, the force was not sufficient in strength, and the future of daylight bombing was hanging in the balance.



The 44th found the submarine pens at Brest, St. Nazaire, and Lorient tough targets for even two thousand pound bombs. The twelve foot thick roofs were almost proof against the bombs being used then. In addition flak and fighter interference on the bomb run made small targets like sub pens hard to hit. Armor piercing bombs, used later in the war, were able to punch through, however the effort did not come up to expectations.

At this time the number of American aircraft bombing enemy targets was exceptionally small. European skies were darkened with defending fighters and enemy ground defenses were numerous and powerful. Yet, into that inferno, and in broad daylight, hopelessly outnumbered flew the men of the Forty-Fourth spreading accurate patterns of explosives wherever they went. Each man's silent prayer was for reinforcements, larger formations, but with each mission their numbers diminished, and replacements were nowhere in sight. Unquestioning, undaunted and courageously they flew on through the flak and cold and the hordes of "yellow noses", with the full knowledge that they gambled at odds. But it was never a question of life or death; it was the target at any cost and all else be damned.

Wilhelmshaven was hit on the 26th of February and the French port of Brest the next day. After that it was Brest again, then a series of diversions to the coast of Holland. Day after day the same men took the same ships into the sky and into battle. Several crews were lost over Rouen the 8th of March, 1943, and the formations grew smaller and smaller.

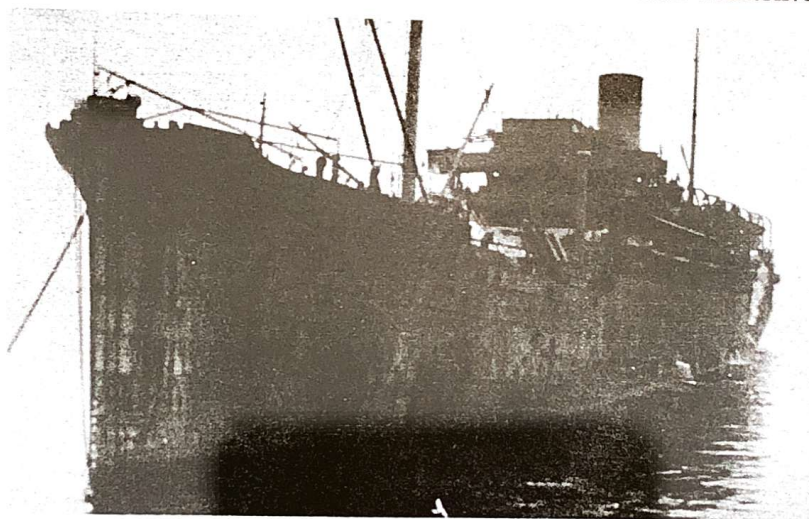
On March 18th, Major Moore led the Forty-Fourth on the historic mission to Vegasak on which was decidedly proved the fire power of the American heavies. In a raging battle over the target, in which the Luftwaffe sent up every available type of interceptor, the unprecedented number of fifty-two enemy aircraft were shot down in air to air combat and another forty-four damaged. Major Moore's "Susy-Q" alone accounted for six.

Between December 6th, 1942, and the raid on Vegasack on March 18, 1943, the group had gone out on seventeen operational sorties including a small number of diversions. Although a number of planes and crews were lost, and despite strong enemy opposition, the group as a whole achieved excellent bombing results. A great number of enemy fighters and interceptors were shot down, 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 Lorient, Dunkirk, Rommily, Hamm, the coast of Holland, Rouen, the Frisian Islands and finally Vegasak, all without a single replacement to the thinning ranks of the Forty-Fourth.

An unbroken series of missions scrubbed at the last minute fell to the lot of the group. Awakened in the early hours of the cold winter mornings time and time again, only to learn hours later that operations had been cancelled, the group's morale, ground and air crews alike, was reaching a low level, a lot of friendly faces were missing, and, the future was indeed dark. However, this was not to last long, for the fourth squadron of the group, the 506th, after a rough crossing, was then on its way with fresh, new and eager replacements to give new blood to the fighting Forty-Fourth.

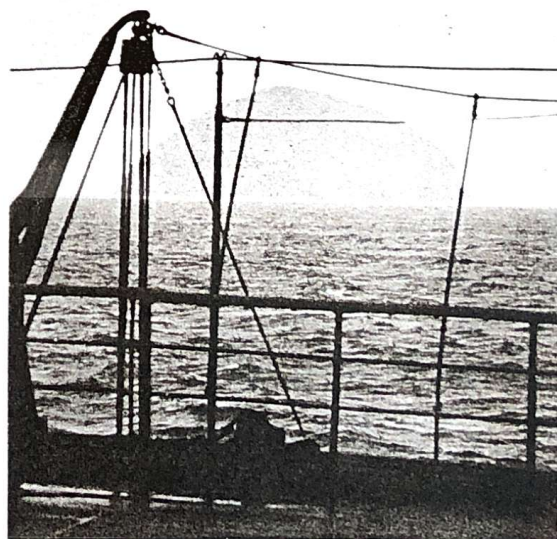
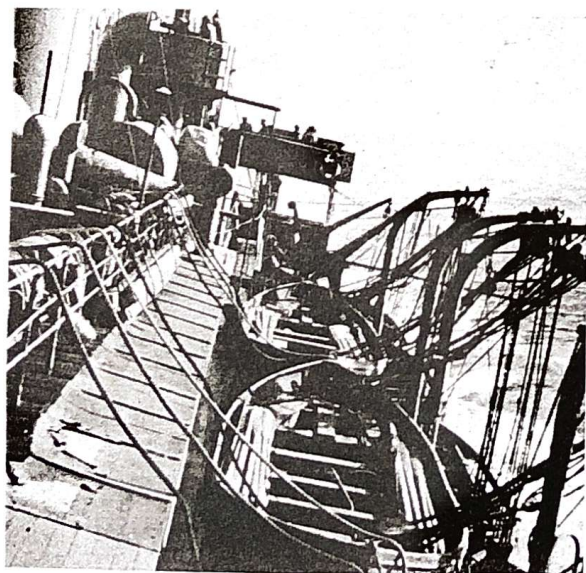


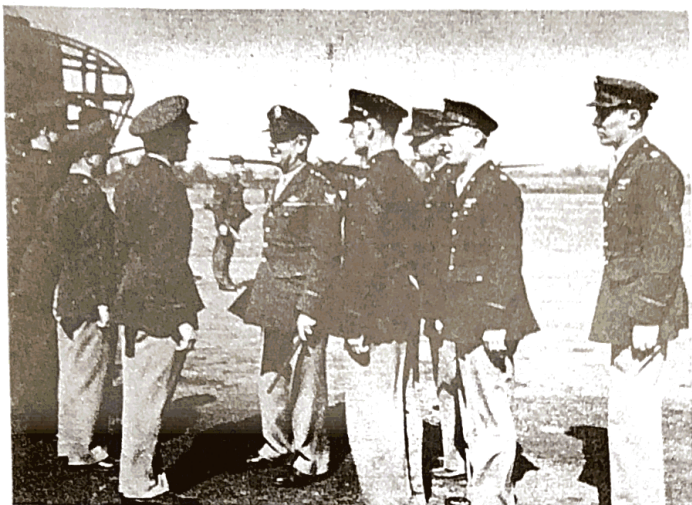
"THE 506th SQUADRON ARRIVES TO ADD NEW BLOOD TO THE FIGHTING FORTY-FOURTH"



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"S.S. CHANTILLY"





Major General Stratemeyer inspects Lt. Reed's crew, in company with Col. Johnson, Lt. Col. Hodge and Capt. Kahl.



Major General Stratemeyer and party inspects Captain Anderson's crew.



View of Guard of Honor from Control Tower.



Capt. George Rebeck's plane 'Mr. Five by Five' is inspected inside and out.



Generals Stratemeyer and Longfellow inspects the record of the plane's missions and kills.



"Ruthless," flown by Major Frank Slough was a faithful old Lib, carried out the roughest of the early missions including the famous Ploesti raid. She was the first to land from that raid and her crew brought back the first news of the good bombing results as well as the sad news of the group's tremendous losses. Ruthless attacked the enemy from bases in Libya, Tunisia, and England, finally crash landing in southern England after being shot up by the enemy while attacking a V-1 bomb launching site in the Pas de Calais area in France.

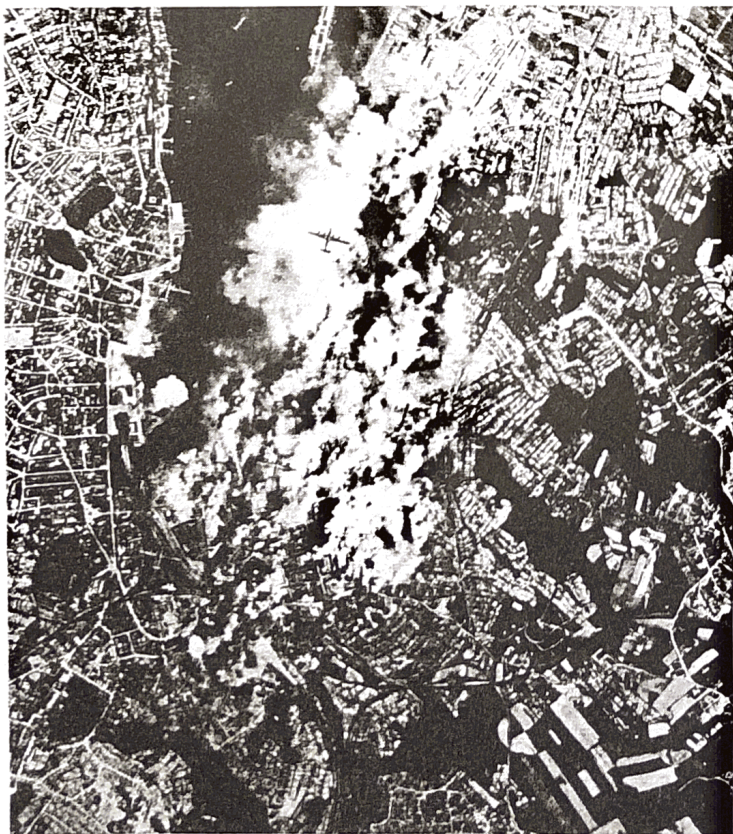


#### BATTLE HONORS—

"A citation in the name of the President of the United States, as public evidence of deserved honor and distinction, is awarded the following named unit."

General Johnson was reading the citation for the battle of Kiel, the first major attack in daylight of a heavily defended city of Germany. The date of the attack was May 14th, 1943, and will go down in history as the turning point in the air war against the invincible Luftwaffe.

This mission was the supreme test for the policy of daylight bombing. Allied bomber commands were waiting breathlessly for the outcome of this battle and the answer to the crucial question if the powerful defenses of Kiel could be pierced and some of the force return, then the future battle plans of the Army Air Forces could be drawn.



Over the target a furious duel was waged amid terrific flak and swarming fighters; bombers and fighters fell from the sky in great white balls of flaming fuel and metal. Enemy fighters were queueing up for passes through the formation and in twos and threes picking off the bomber out of position or unfortunate enough to have been left without a wingman. The enemy fighters picked up the formation at the coast and kept it under constant attack all the way to the target and back again. The group estimated one hundred and twenty enemy fighters each making several attacks. When the count was taken, thirty-two enemy fighters were shot from the sky and as many probables, not counting the score from the fourteen crews that did not come back. Out of the holocaust, one squadron, the sixty-seventh, had only one ship left to its name, Major Moore's "Susy Q."

The 44th, pioneers of the Eighth Air Force had proven to a skeptical world, that the war could be taken to the heart of the enemy. Though hampered by circumstances ranging from weather to sickness, and overwhelmed at times by the powerful Luftwaffe, they nevertheless carried the war unrelentingly into territories regarded invulnerable. They pierced the best planned defenses, hurdled barriers of hanging flak, and though unmercifully pummeled time and time again, pricked for once and always the bubble of Luftwaffe invincibility. Many lives had been lost and planes, but the lessons they had taught the world would live on and be handed down to other men, until Germany was once again on her knees and the Reich, this time, a mass of rubble.

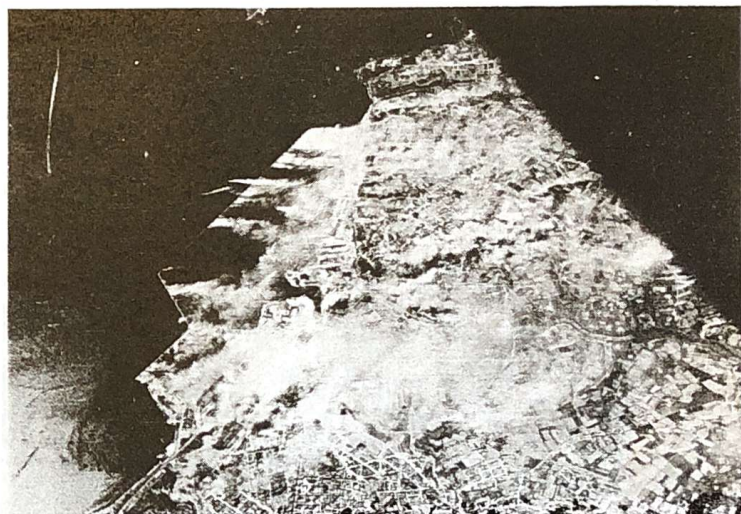






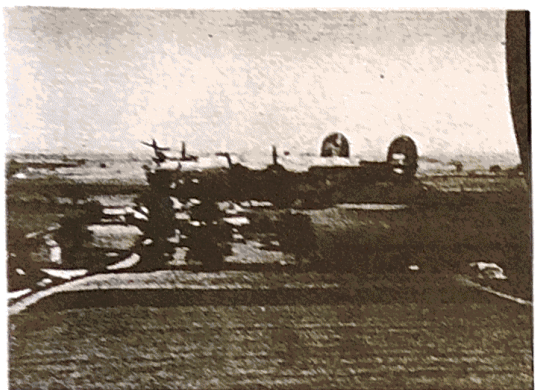
Continuing its effort to smash the U-boat menace at the source, the Forty-Fourth went after the locks and sub pens at La Pallice May 29, 1943, on the southwest coast of France. The gates to the locks were blasted with one-thousand pounders and the basin drained. Subs were observed helplessly grounded in the mud and considerable damage to repair sheds and supply depots. This mission as was the one a few days earlier to Bordeaux, were flown from a secret base in the south of England. Strict compliance with matters of security and the surprise attack from the sea, caught the defenders completely flatfooted. These two missions marked the end of activities over enemy territory from the base in England until after the return of the group from Africa.

Brest France, forming the north tip of the Bay of Biscay and projecting conspicuously out into the Atlantic, presented an easy target from England. The main defense of smoke screening was rendered ineffective by the geography of the peninsula, and the Germans soon gave it up as an important submarine base and port. However, fliers gave the peninsula a lot of berth on their trips from England to North Africa, as JU-88's were known to patrol the area. It was on this route that Leslie Howard the actor was shot down.



An attempted raid on Danzig was thwarted by extreme cold at high altitude and poor visibility, causing many planes to turn back for various malfunctions of equipment. The small remaining force penetrated as far as Gdynia on the north coast of Germany, unable to reach the briefed target, and bombed the secondary with only fair results. Crews reported temperatures as low as minus-forty with many frost-bite cases resulting.





Though good weather prevailed during the month of June and the material strength of the group was at a maximum, operational missions had strangely ceased. An aura of mystery surrounded the base, all thoughts of bombing seemingly forgotten, instead practice missions was the order of the day. The mystery deepened when the bombers came roaring over just above the hangers in formation. First regarded by those on the ground as merely horseplay, it took a more serious aspect when modifications were undertaken to change the standard nose gun mounting to twin fifty calibre guns with hand swivel mounts. Pilots had a picnic hedge-hopping and the English farmers and land army girls were alternately shaking their fists and hitting the dirt as the big four-engined bombers roared over them fence high.

Considerable speculation went on among the ground crews as to the purpose of low-level practice, each department had a different rumor. The combat crews speculated, as was the general opinion of the practical mongers that it was the prelude to an assault upon Hitler's impregnable defenses across the channel. Others thought the practice was to skip-bomb the entrances to the submarine pens, which had proven stubborn to high level bombing. However, all were wrong and still puzzled as the ships took on baggage racks instead of bombs and flew away to a base on the south coast of England.





CAPTAIN U. P. HARVELL'S TENT NEAR THE REMAINS OF A JU-88.

# Benina Main, Libya

OVERLOOKING THE CAMP OF THE 44th IN THE DESERT.





Quietly before dawn on the morning of June 25th, 1943, every available crew plus forty ground personnel were ordered to the planes and without divulging their destination to anyone, headed south from England for Oran, in North Africa.

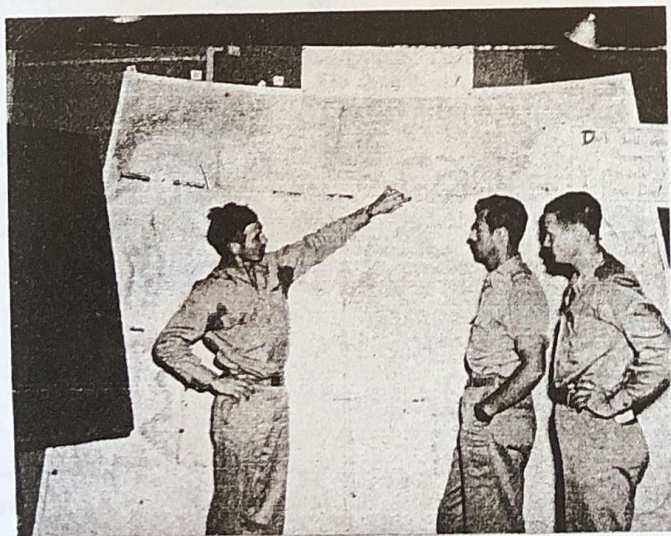
The trip down was uneventful except for a little excitement passing Gibraltar, one ship a little too curious flew below the seven thousand foot limit over the rock and received a few reminder bursts of flak in front of its nose. Arriving at Oran nine hours later gave the men their first picture of continental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

Benina was fifteen miles from Bengazi, chief seaport with Tobruk in the heyday of Il Duce. The base was haphazardly tossed onto the red desert sand, and was nothing more than an incoherent jumble of tracks in the sand to mark the runways. It was the chief Allied bomber base operating against the islands of Pantelleria and Lampedusa, and now Sicily. The Ninety-Eighth Bomb Group was already established there and the Forty-Fourth moved in with them for supplies and subsistence. Together, they were to join forces and bomb loads with the Ninety-Third, Three-Eighty-Ninth, and the Three-Seventy-Sixth to crush the Nazis and Facists in Italy and pave the way for the Eighth and Fifth Armies. However, the real reason for these groups being assembled in Africa was a closely guarded secret. Even then plans were being formulated in Cairo for the greatest air assault in history.



## BRIEFING FOR PLOESTI

Col. Posey briefs Flight Leaders Diehl & Holmes



The Route in and Out



# PLOESTI

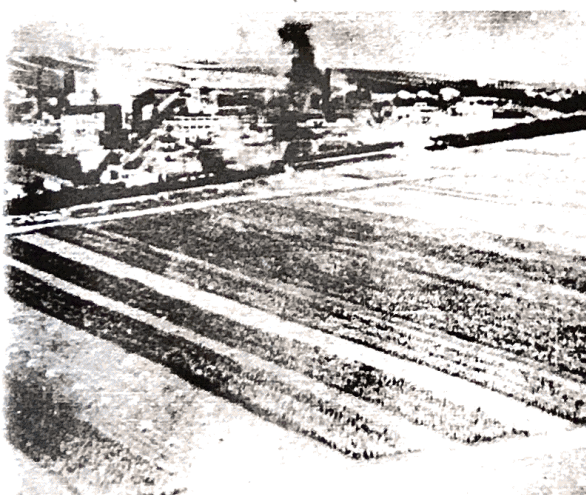
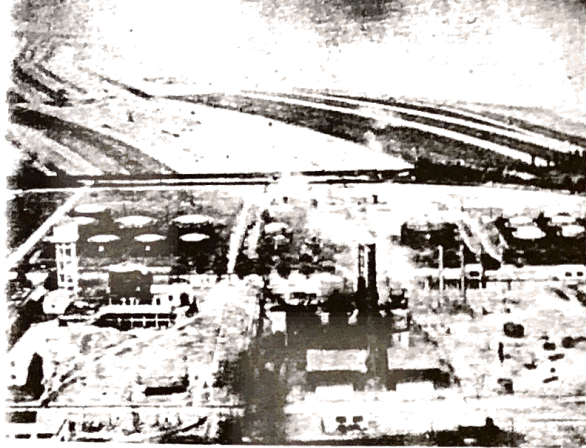
The raid on Rumania's Ploesti oilfields is history. How the big Liberators, going in below tree top level, smashed a great source of Hitler's oil supply, how they had trained for the job for many months beforehand, is known to every man and woman throughout the world. But the dread and heartbreak and 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—it's most just a place on the map, just another city, far, far away, but a city of hell and terror for those who saw it. "We expect our losses to be fifty percent, but even though we should lose everything we've sent, but hit the target, it will be well worth it!" Such were the words of General Brereton, Commanding General of the 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 the 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 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, too, crumble and fall as would the one they had built.

No city in Europe is free from "Allied bombing" said Mr. Stimson, United States Secretary of War, long after the U. S. Liberators had pierced to the post of 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. Col. Leon Johnson, leading the Forty-Fourth with veteran "Susy-Q," took off promptly at 0715, and it was not until 2030 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-covered city of 50,000 people, one third of whom were employed at the oil fields, Rumania's Ploesti differed from the paper one in the matter that there only an occasional Arab had to be reminded to stay out of the path of the bombers. All else was typical—a true picture. There, to the southwest, a splash of farmland. To the southeast, too. And looming dark and above everything else, to the northwest of the city, the huge refineries, distilleries, and cracking plants. Here was the livelihood of nearly 20 thousand Rumanian workers, but, too, the lifeblood 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 1500 young Americans cutting Hitler's pipeline. 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," all else incidental.



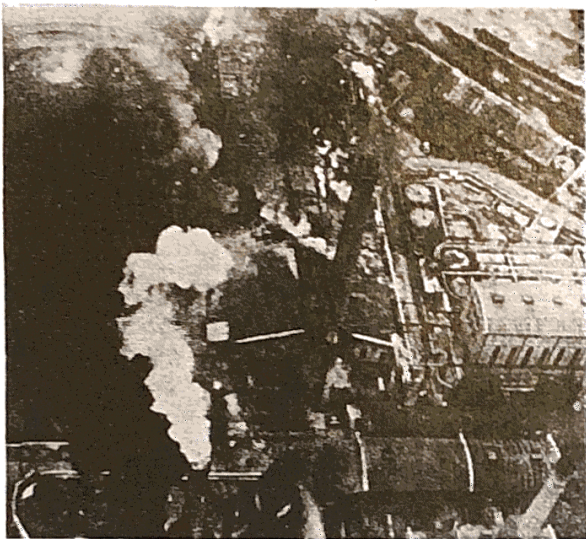
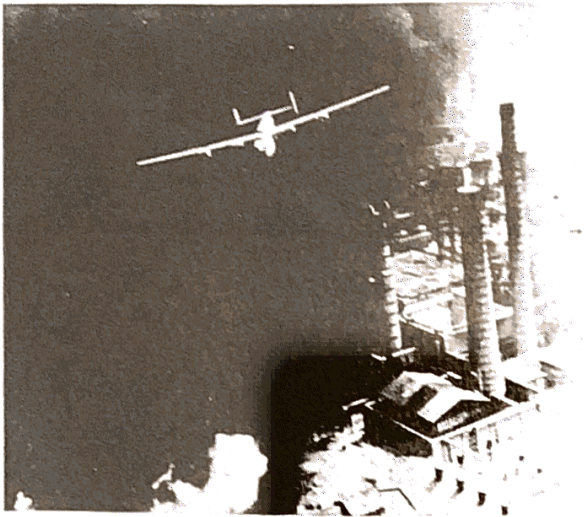
Stationed in Benia with the Forty-Fourth was part of the Ninety-Eighth Bomb Group commanded by Col. "Killer" Kane. Nearby in the desert was the Ninety-Third under Col. Timberlake, the Three-Seventy-Sixth headed by Col. Keith Compton and the Three-Eighty-Ninth. Those were the four groups, trained to perfection, which would go to Ploesti.

On the morning of the 1st of August, 1943, pilots and crews turned out early for a final briefing. The sun had just begun to peek through the morning mist, and even the Arabs were 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 engines of many aircraft blasted forth a crescendo of symmetry.

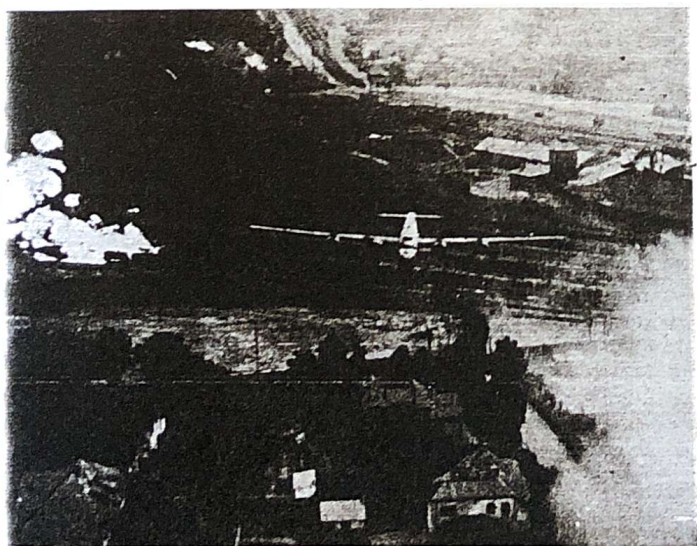
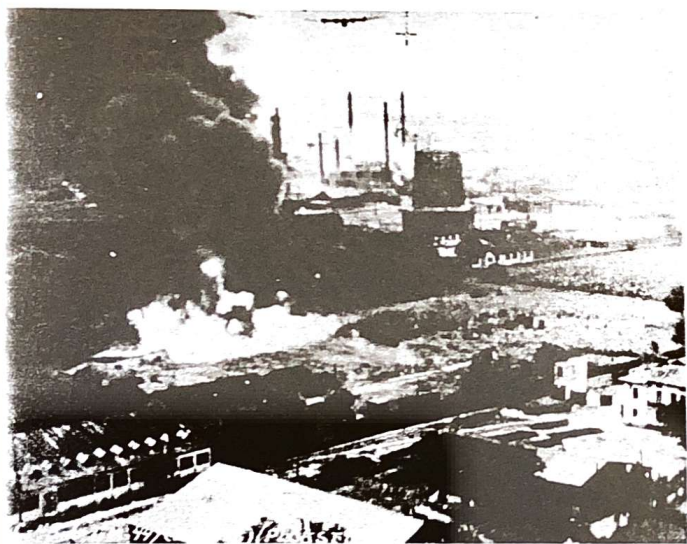
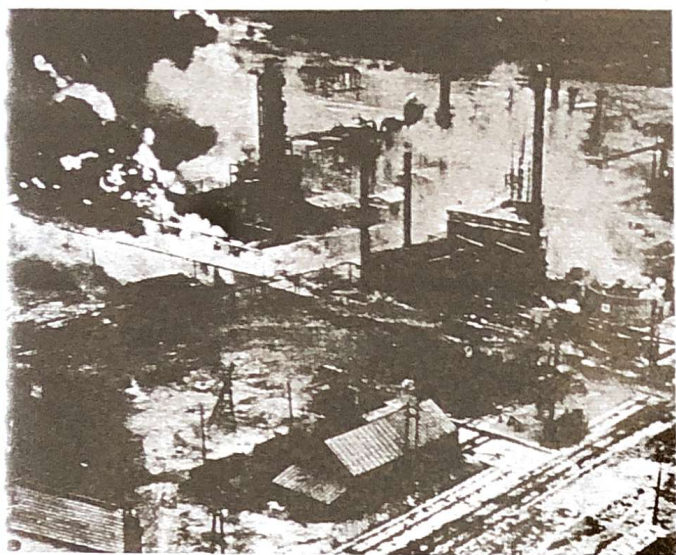
"Susy-Q," Col. Johnson in Command, moved through the dust to the take-off point, followed by thirty-six Liberators of the Forty-Fourth, and at precisely 0715 rose into the sky. The others followed at regular intervals, and soon there was silence. They had gone, and which of them had made their final 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 sleepless nights with this goal in view; and now, for the simple reason that their planes were ready for this day, they looked upon it as the crowning point of success. Yet, every man's heart was heavy; there was an ominous silence over the camp. Every one had worked throughout the night, the men retired to their tents, some to rest, others to pray.

The Forty-Fourth Bomb Group arrived at their Ploesti target at 1515, plunging into a hail of flak and ripping tracers, smoke, fire and explosions. Several parts of the expansive plant were already afire, and to reach their specified target, the Forty-Fourth would fly directly over this fiery and bursting cauldron of oil, and through a veritable forest of anti-aircraft. What had been modest barns and harmless appearing haystacks now became gun emplacements, and from everywhere, including the handcars on the sidings, upwards flew a barrage of steel.



Colonel 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 given a separate area on which to concentrate its 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 fast again. But fate had ruled that it wouldn't be so, for as Col. Johnson's group approached its target, it was observed that through some error another group had already bombed the target assigned to the Forty-Fourth. What was there to do? Fly straight on and set for home thereby nullifying months of preparadness, 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 smoke and flames and floundering "24's" he made with his group for a cracking plant as yet untouched. Planes were going down on all sides. One, caught in the blast of an exploding bomb, pointed nose upwards, climbing an imaginary ladder a hundred feet before falling onto its helpless back. Another completely enveloped in flames, plunged headlong into the flaming oil below adding extra fuel to the raging fires. But "Suzy-Q" pressed onward to the target with a group of now-crippled "24's" behind. Off "Suzy's" starboard wing six Liberators disappeared into a column of rising smoke, from which only one, burnt and blackened, emerged. What now remained of the Forty-Fourth continued to the target, and deposited their bombs neatly and beautifully below.



Now began the merry race for home. Col. Johnson's ship with ailerons and rudder perforated; Lt. Carpenter's bomb bay doors smashed and gas leaks in the starboard tank; Lt. Mitchell, one engine feathered, one smoking badly; Capt. Cameron, rudders and fuselage peppered; Lt. Henderson, 1,000 flak holes in all parts of the ship; Lt. Hill, damaged wing where he had smashed through a balloon cable, such was the shape of some of the ships leaving the target. Skimming low between trees and under telegraph wires, and rubbing their bellies against the fields of corn in order that they might avoid the fighters and flak towers, the big "24"s dashed madly 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 went next and landed on the island haven of Malta. Lt. Carpenter ditched in the Mediterranean fifty miles off the African coast, and all but two of the crew were rescued forty hours later. Lt. Jones crash-landed in Italy. Lt.'s Weaver and Reinhart went down over the target in flames. All in all, eleven planes were definitely established as lost, while most of the remaining ships would be out of action for some time. Loss of life was not as serious as at first feared, as news came in that all damaged ships landed with but slight casualties to personnel. So it came, Mitchell's crew in Turkey, Jones's prisoners in Italy, Henderson's safe in Malta, others scattered up and down the Mediterranean.



The interrogation of crews returning from the Ploesti Raid brought out details of the bombing and pertinent information for the intelligence, however, many interesting stories also were related, such as, the farmers throwing pitchforks, how the fighters dived into the ground, how another group converged on their course and the scramble to cross over or under, how a crew belly-landed and jumped out to wave the formation on, how the grain shocks opened up to reveal every imaginable type of gun firing point blank, how the tree-tops scraped on the bottoms of the ships, how the tracers of the waist gunners set the railroad tank cars on fire, how one of the group's ships was hit and went right straight up in front of the formation and fell off to the left instead of in front of the bomber stream—and how damn glad they were to see the blue Mediterranean Sea once again.

Except for stories of individual daring which would come later, and stories of heroic escapes, the mission was done. Colonel Leon W. 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 had individually made to final victory still stands unparalleled in aerial warfare.



Benghazi, Libya





Rest Camp, Tunisia

## A REPORT IN NOVEMBER, 1943

After the return of the main part of the Group from Africa—to break in the new combat crews for operational missions, the group participated in diversions to the North Sea on the 10th and 18th of October and to the French coast on 20th of October. With the organization of the 14th Combat Wing under the command of Colonel Johnson, Colonel Posey assumed Command of the 44th Group with Major Beam as Deputy Commander.

The extent of future operations was outlined by Colonel Johnson in a talk to new combat crews. The number of B-24 Groups were to be increased and a larger number of crews and planes assigned to each squadron.

The Group received credit for the mission on 3 November, 1943, to Wilhelmshaven, Germany. Bombs were dropped on smoke flares dropped by Pathfinder aircraft leading the combat wings through solid cloud cover. On 5 November aircraft of the Group bombed the marshalling yards visually at Munster, Germany, when P.F.F. aircraft leading the combat wing was hit on the bombing run. Bombing with the aid of a radar through solid undercast was proving very successful, however, only a few ships were equipped at this time.

On the 13th of November the new formation of twelve ship sections with two spares for each section was used on the mission to Bremen, Germany. Three such sections were scheduled to fly as the 44th Group and three aircraft were scheduled to fly with the 392nd Group. Thirty-six crews from the Groups were credited with the mission and Lt. Carvour destroyed an attacking ME-109. Lt. Hansen and crew failed to return and were reported M.I.A. Bombing was done on smoke bombs dropped by a P.F.F. aircraft which was leading a preceding group, the target being obscured by 10/10 clouds.

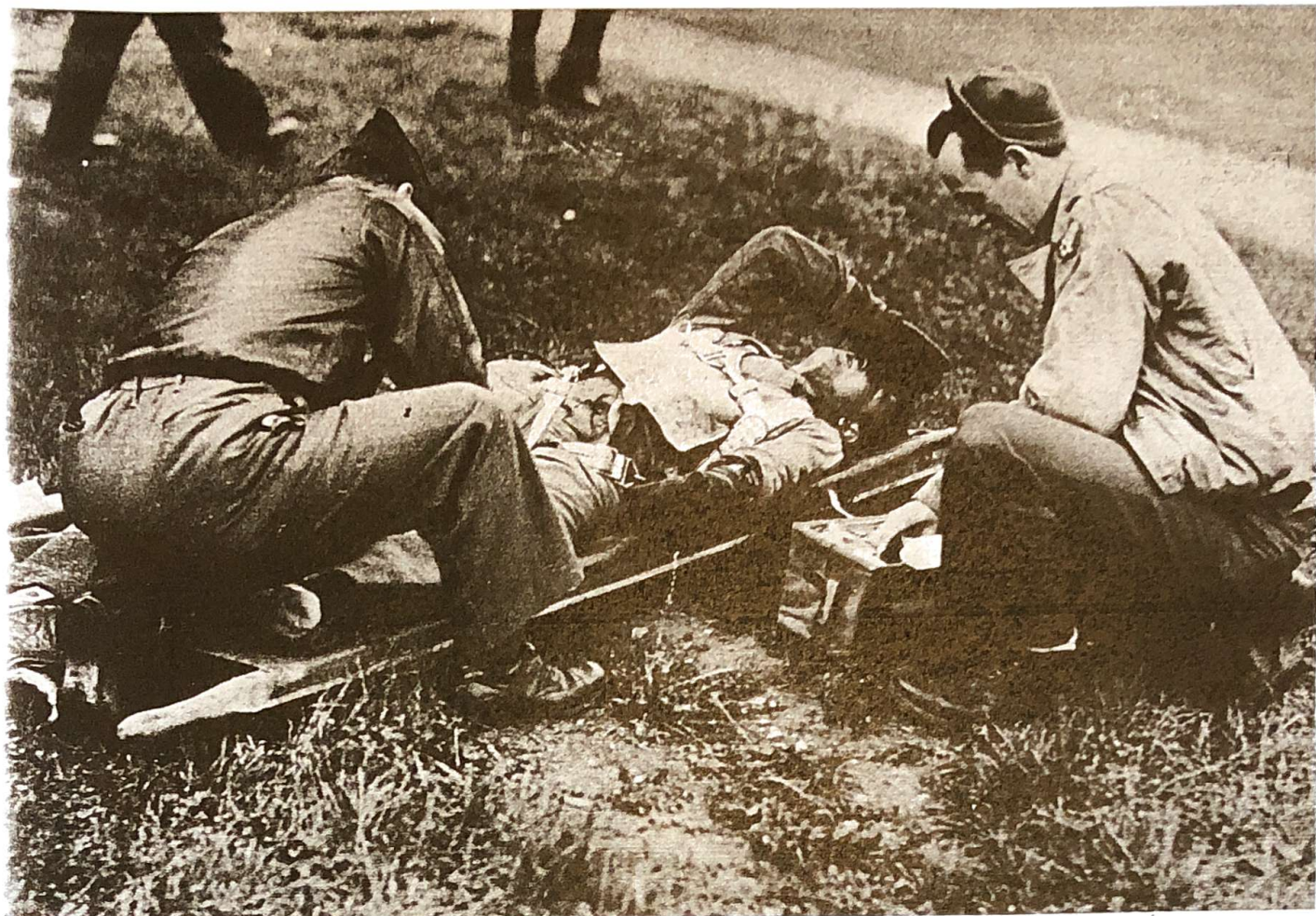
In a predawn take off on the 18th November under adverse weather conditions of cloud and darkness for crews to assume their briefed positions in the formation, the group proceeded to the Oslo-Kjeller airdrome to bomb from an altitude of 12,000 feet, inflicting serious damage on the target. The long water route and intense attacks by enemy fighters resulted in Lt. Dobson, Lt. E. T. Johnson, Lt. Houle and Lt. Mitchell and crews not returning to base. An enemy aircraft was destroyed by Sgt. Forest J. Clark. Though the cloud technique was used on the mission to Bremen, Germany, of November 26, from an altitude of 25,500 feet and considerable trouble was encountered by the B-24's at this altitude, the lead group of the combat wing dropped bombs on the flares from the P.F.F. ships of the preceding third bomb division and the squadron bombed on the lead group. S/Sgt. Holloway shot down two ME-109's and Sgt. Paul Hagman one ME-109.

The mission to Solingen, Germany, on 30 November, was abandoned over the Dutch coast due to undercast conditions and being unable to join the B-17's with P.F.F. leaders on whom it would be necessary to bomb.

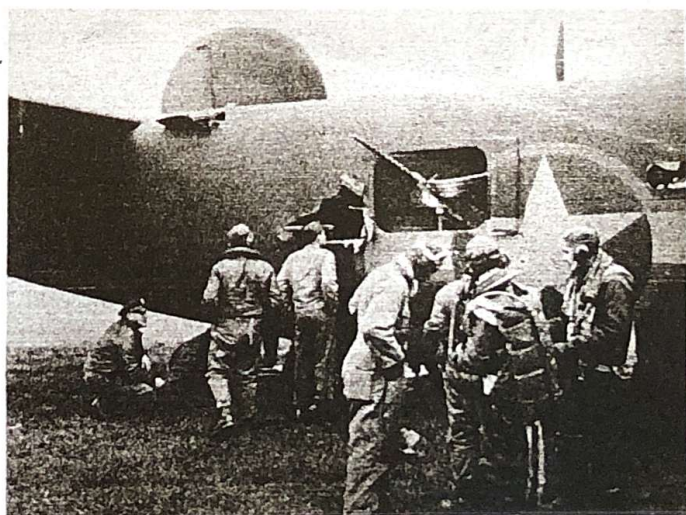
The capabilities of the Groups as predicted by Colonel Johnson were becoming a reality. Twelve aircraft of the squadron were scheduled to fly to Bremen as their part of the forty-five B-24's to be put up by the Group. A new section formation was in use, bombing was being done through cloud cover which obscured targets from the eye of the bombardier. It was not far distant when each group and squadron would be led by Liberators equipped with P.F.F. equipment.

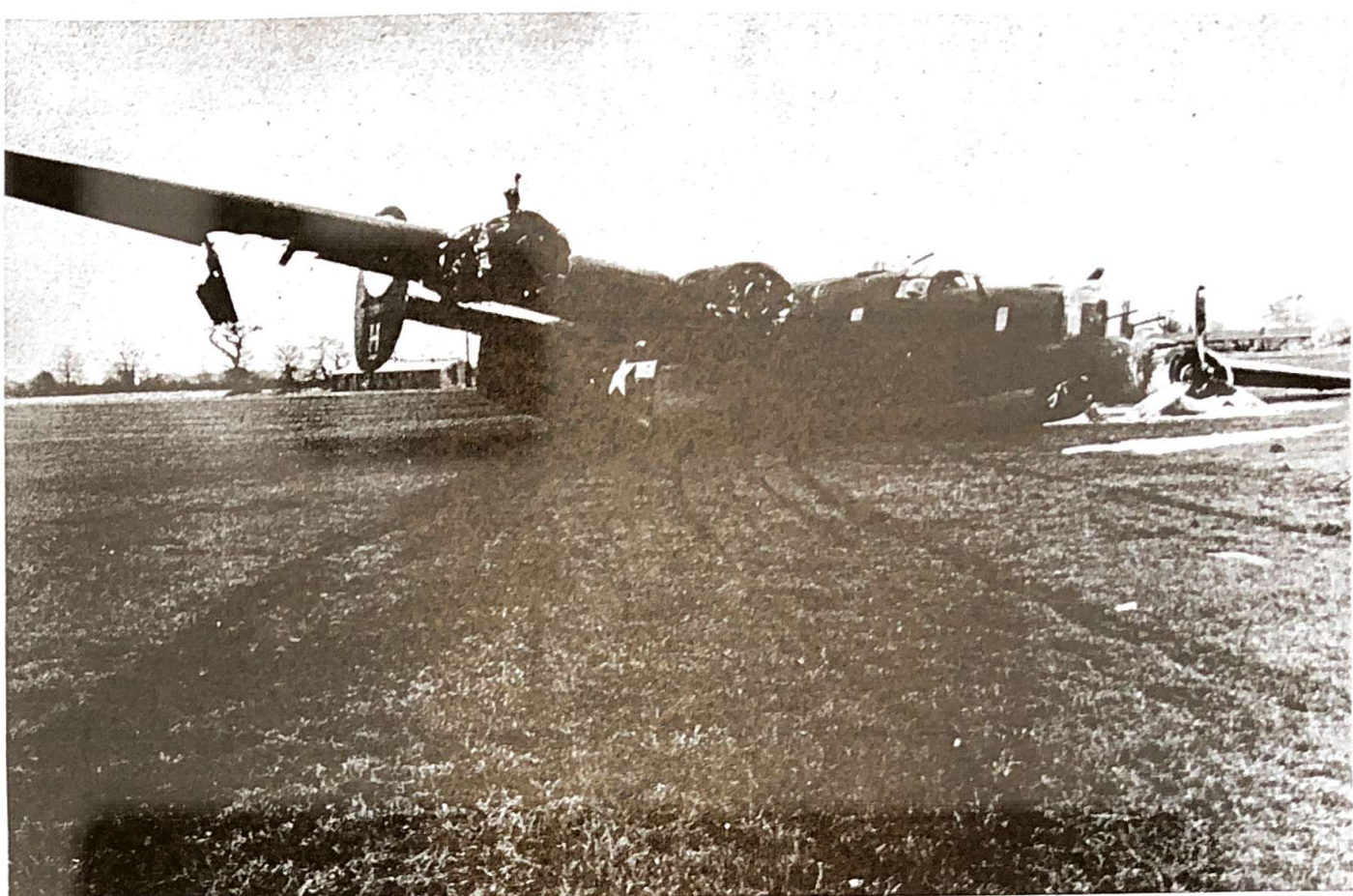
The enemy was doing his best to protect his military targets from these vicious bombing attacks. Large numbers of enemy fighters, now shooting rocket projectiles, came up to intercept the bomber formations with vicious attacks. The range of fighter escort now enabled P-47's and P-38's to provide fighter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



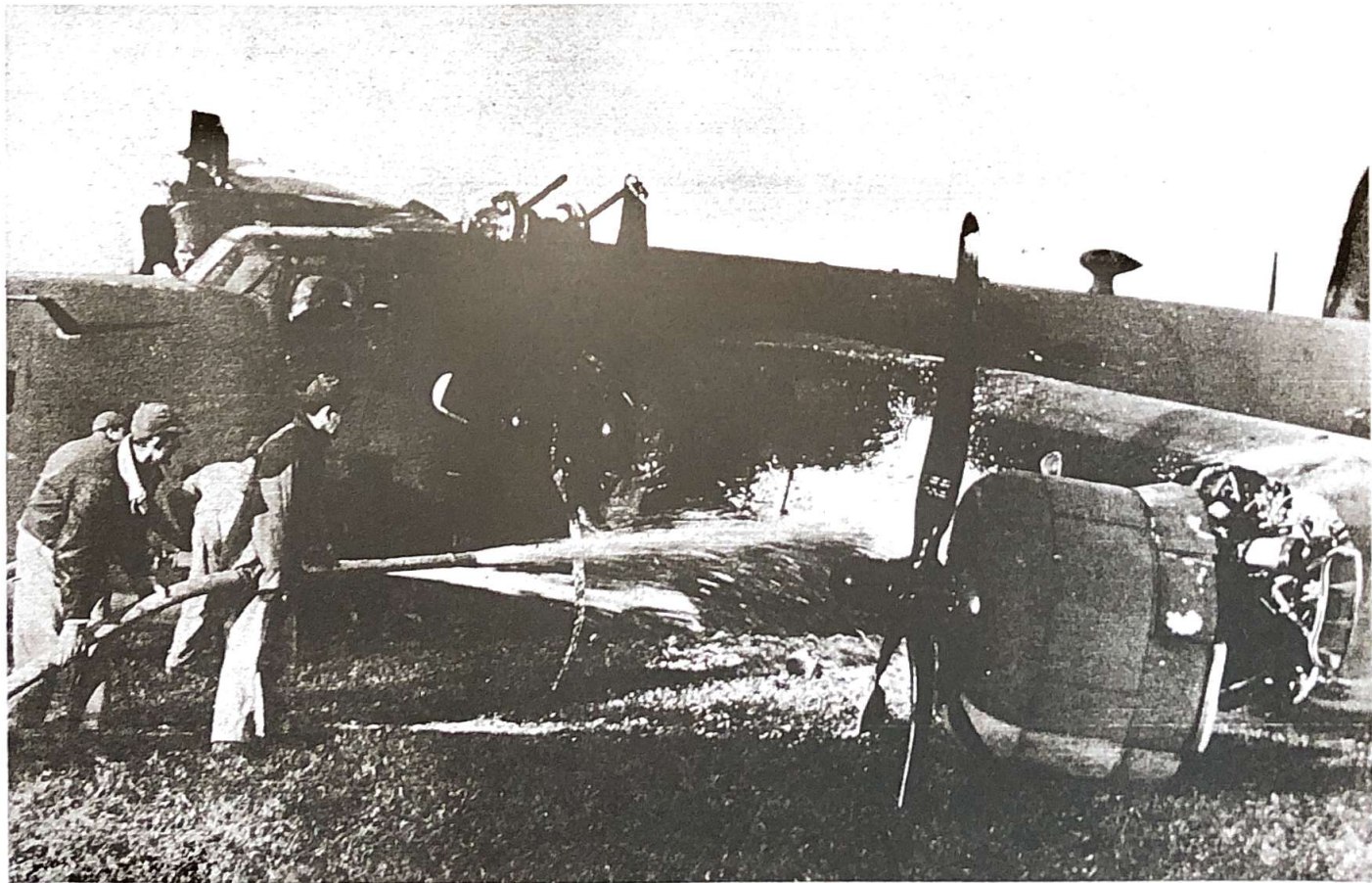


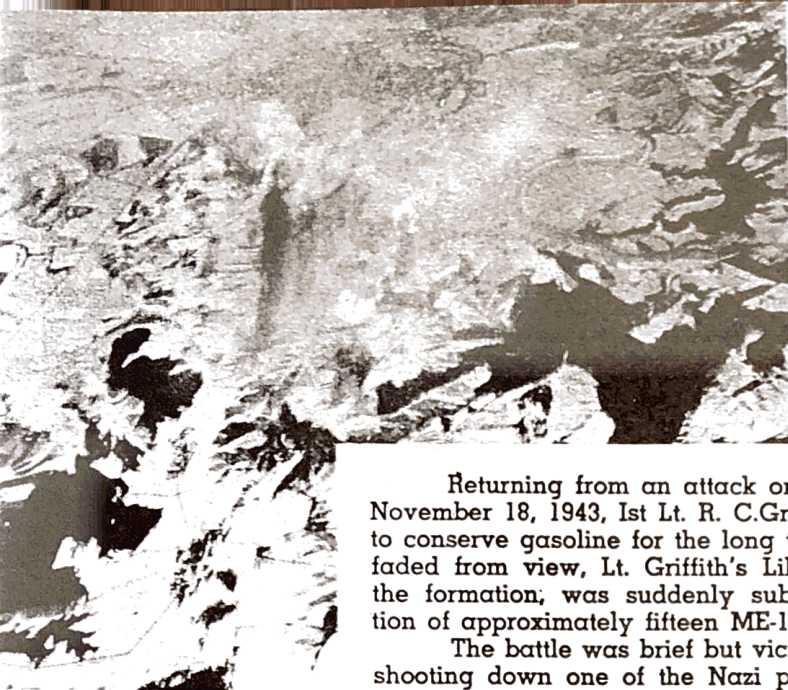
"Peepsight," was just one of the many bombers that made their way home after being shot up over the target. Others didn't make it and ditched in the North Sea, still others crashed in enemy territory and the survivors were taken prisoners or were killed by the irate German civilians before the Wermacht or German official police could get to them. A crippled bomber is a sweat job for every man on the crew but too often a missing aircraft was just reported as exploding. In those instances a direct hit is usually responsible and the crew doesn't have a chance to sweat. Their ship and crew write the end of the mission in great arcs of white flame as the thirty tons of aluminum and aromatic fuel burn itself out earthward in a dazzling white blaze.





For almost one hundred and eighty minutes Lt. Griffith alternately babied and bullied the huge ship along on one good engine and three uncertain ones.





Returning from an attack on the Oslo-Kjeller Airdrome in Norway on November 18, 1943, 1st Lt. R. C. Griffith switched his Liberator over to AFCE to conserve gasoline for the long trip. As the southern tip of Norway slowly faded from view, Lt. Griffith's Liberator, which had fallen slightly behind the formation, was suddenly subjected to a surprise attack by a formation of approximately fifteen ME-109's and JU-88's.

The battle was brief but vicious with tail gunner, Sgt. Forrest S. Clark, shooting down one of the Nazi planes as Lt. Griffith went through violent maneuvers to evade the fighters. Outnumbered so heavily, however, the evasive action was only partially effective and the 44th Liberator was seriously damaged. Sgt. William T. Kuban, the belly gunner received wounds in the head and both arms. Griffith's plane had fallen to an altitude of 3000 feet before he could get it completely under control and now, with a seriously wounded crewmember aboard and badly shot-up bomber, he faced a three hour trip over icy, white-capped waters of the North Sea.

With ditching becoming more and more probable as the only resort, Lt. Griffith struggled with the controls to bring the ship back. Numbers three and four engines cut in and out spasmodically. Number one engine seemed only partially effective. For almost one hundred and eighty minutes, he alternately babied and bullied the huge ship along on one good and three uncertain engines.

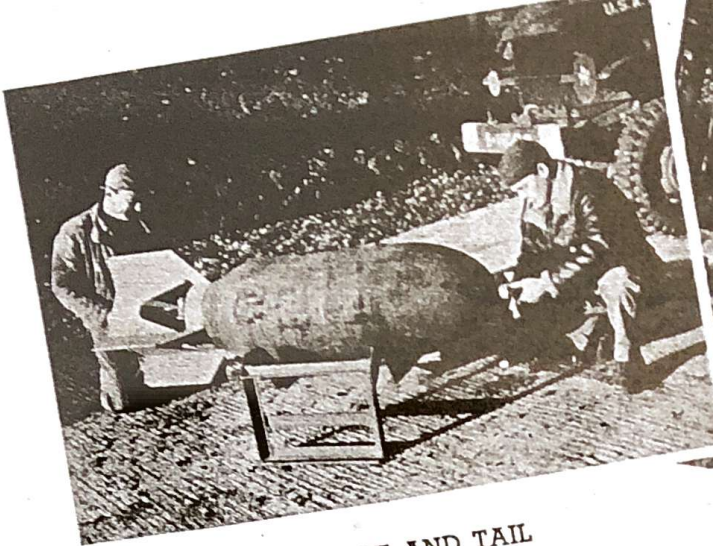
The crew breathed a sigh of relief when the shore of England came into view and, as they neared the 44th base, began congratulating themselves on their fortunate escape. They soon learned that their troubles were not over however. When the engineer, Sgt. E. J. Parrish, attempted to lower the landing gear, he found that only one wheel came down. Working frantically, it proved impossible to lower the other. Then, as the crowning blow, the lowered wheel stuck in place, resisting all efforts to retract it.

Lt. Griffith was faced with the fact that his belly gunner was too seriously wounded to take to his parachute and that he would have to attempt the difficult task of landing the Liberator with one wheel down, with three uncertain engines and with his gas supply steadily approaching the vanishing point. Not willing to risk the lives of the rest of his crew, he ordered everyone to bail out except Lt. L. W. Grone, the co-pilot, and the wounded gunner. Lt. R. B. Weatherwax, Lt. M. L. Gaff, S/Sgt. J. W. Gibboney, S/Sgt. L. J. McAndrews, S/Sgt. A. Sofferman, Sgt. Clark and Sgt. Parrish bailed out over the field.

The control tower was notified by radio; crash trucks, fire engines, and ambulances stood by and Lts. Griffith and Grone slowly brought the big plane down for a landing. As the lowered wheel touched land, they managed to balance the huge ship for what seemed an incredibly long period of time to the hundreds of breathless spectators who watched the drama. Then, the left wing tip lowered steadily, finally touching the ground. The Liberator ploughed up the earth, propellers were ripped from the engines and smoke poured out as the ship finally reached a stop. Firefighters played their hoses on to the smoking ship, Griffith, Grone and Kuban all emerged from the ship.

The Liberator was a total wreck but Lt. Griffith had managed to bring back his entire crew with the only added injury a broken ankle sustained by Sgt. McAndrews when he parachuted to earth.

Ironically, examination of the plane proved that the number two engine, on which Lt. Griffith and his crew had staked their confidence, had two unexploded 20 mm. canon shells imbedded in it. It had, however, brought them home.



FUSING NOSE AND TAIL



BOMB DUMP

# Bombing Up

Ordnance men, responsible for installing the bomb load, worked almost entirely in darkness. For security reasons advance information on the bomb load was only a few hours before take off and the men invariably worked through the night with their lethal cargo.



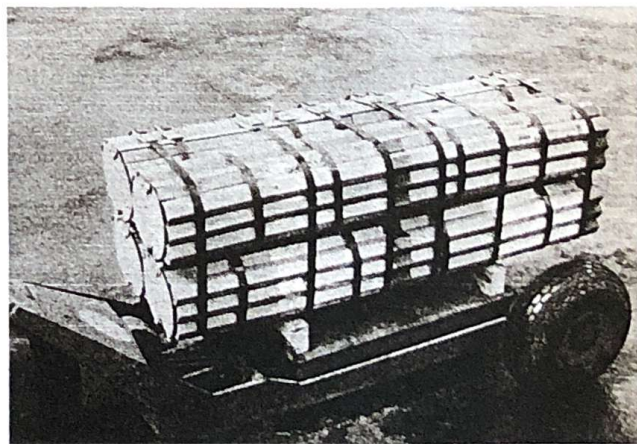
REMOVING BOMBS FROM CRASHED PLANE



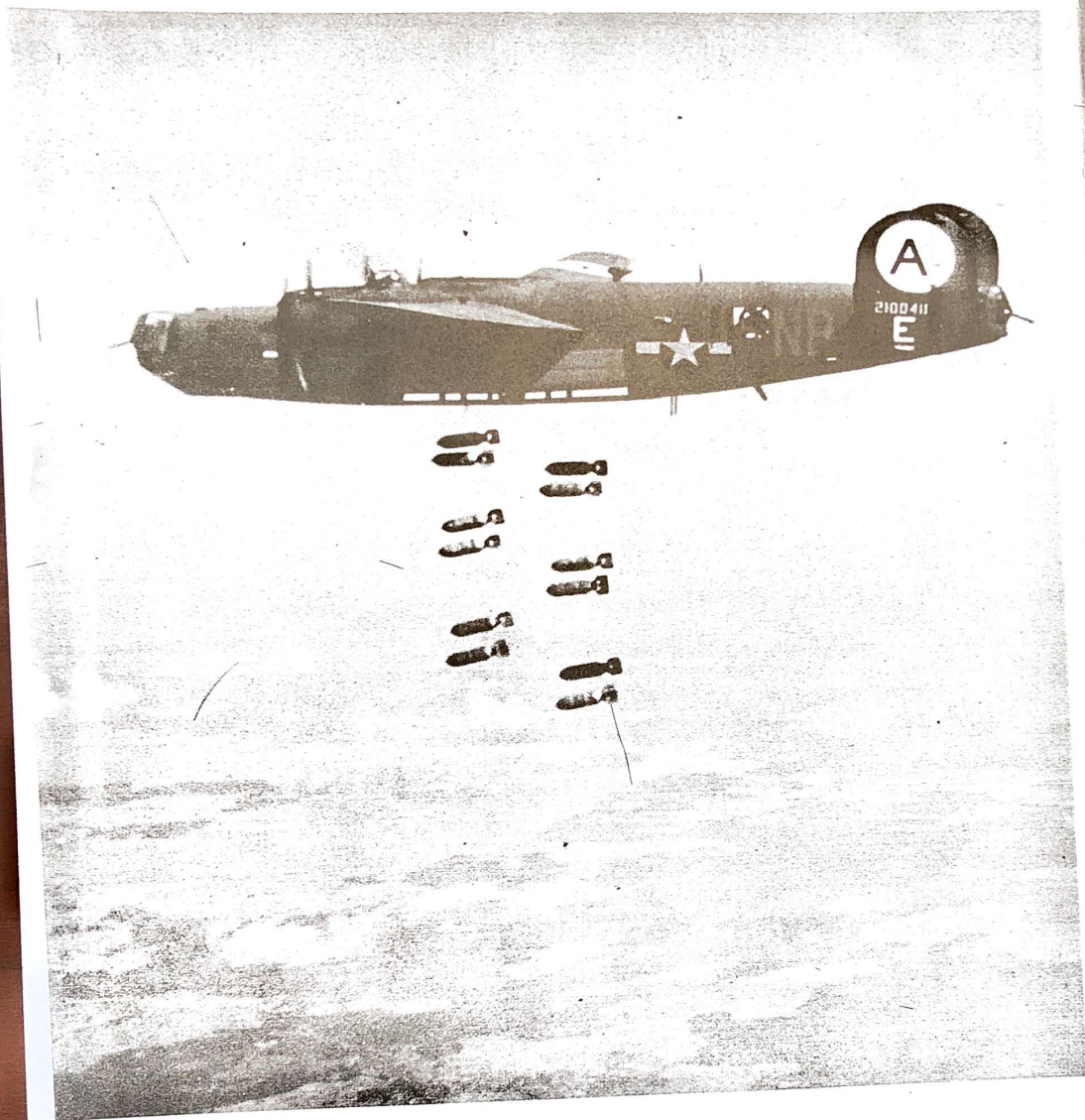
BOMB TRAILER



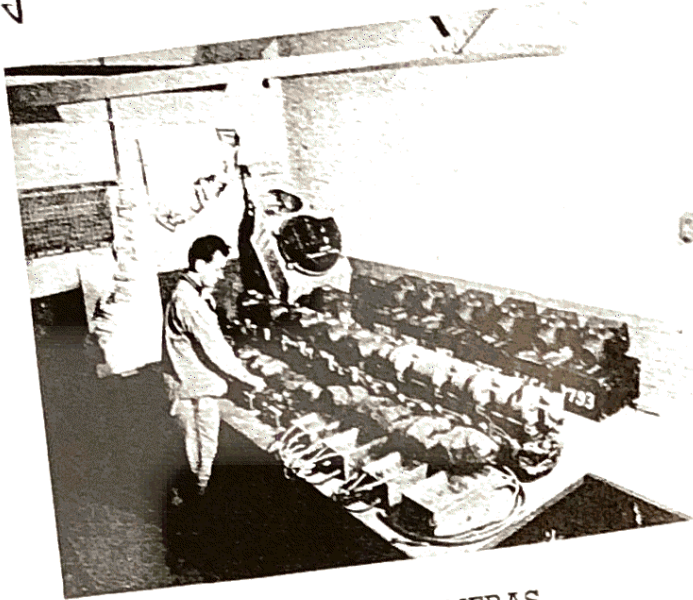
DESERT DUMP



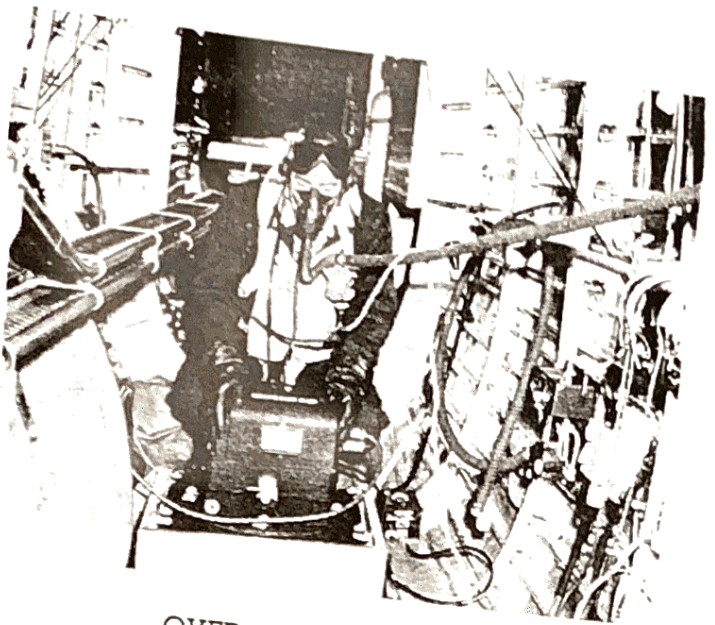
INCENDIARIES



**Bombs Away!**



AERIAL CAMERAS



OVER THE TARGET

Photography and photo interpretation was essential to operations and intelligence sections of a heavy bomb group. It was through this medium that bombing results and bomb analyses were confirmed.

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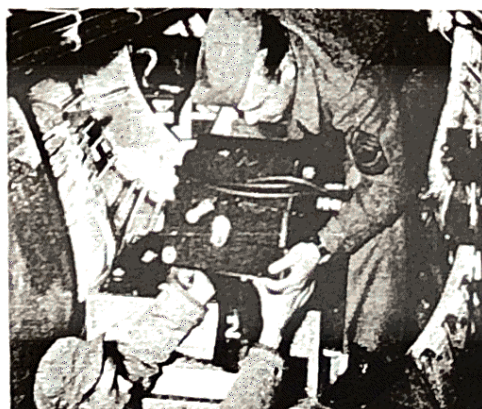


OBlique PHOTOGRAPHY

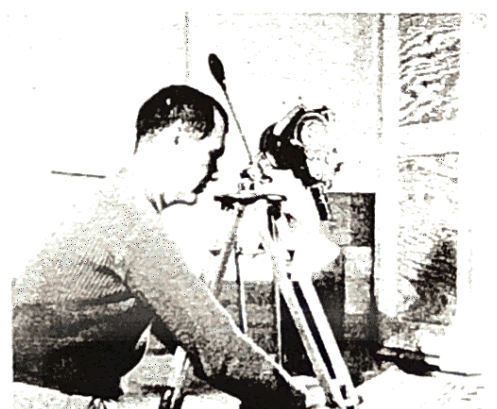
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INTERPRETATION



MOUNTING CAMERA



MOVIE MAKING



MAGAZINE LOADING



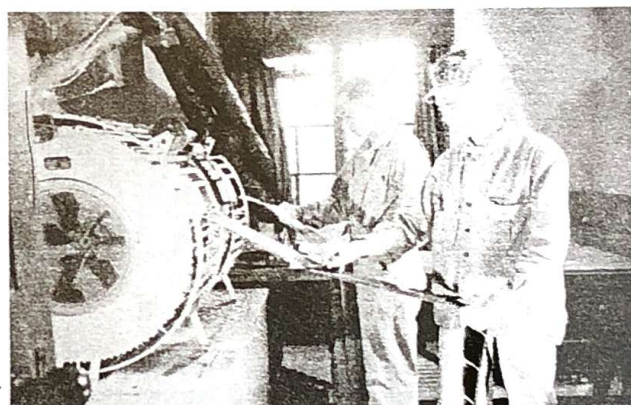
FILM DEVELOPING



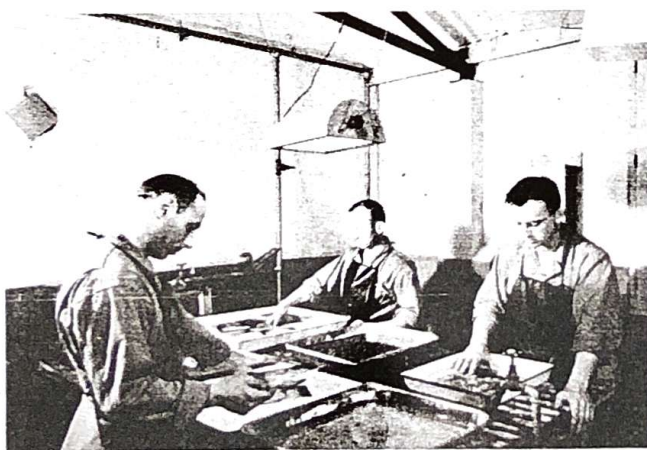
CONTACT PRINTING



PRINT DEVELOPING



FILM DRYING



MOSAIC—STRIP OF BOMB RUNS

PHOTO

LAB

1

The stepped up operations in 1944 bore out the predictions and optimism of the commanders of the American heavy groups and brought a great deal of satisfaction to the proponents of daylight bombing. The critics were conspicuously silent as reports came through of the uncovering of the Russian Armies by the Luftwaffe, the withdrawal of air support from Rommel. The fighter production of the GAF had progressed in spite of the opposition from England. Goering had stepped up the fighter output from 1200 planes per month in 1942 to 3000 per month, the goal for December, 1944. The Luftwaffe had reasons to be confident of their ability to meet the bomber threat, however, they did not reckon with the fact that some day fighters would accompany the bombers all the way to the targets and back again.

While some of the most terrific air battles of the war were fought during 1943 and certainly the most heroic and spectacular engagements had taken place, however, the decisive battles were yet to be fought. The year 1944 started out with both sides lined up on either side of the English Channel with the ultimate defeat for the side putting up the losing air force. The first round was fought on January 11, 1944, when 750 heavy bombers with their escorting fighters went to the big game targets of Meppen, Oschersleben, Halberstadt, Brunswick and other aircraft factories. As expected the defenses were heavy both in flak and scores of improved FW-190s and ME-109s. The Air Force lost fifty bombers and five fighters, however, the guns of the fighters and bombers knocked down nearly three hundred of the Luftwaffe interceptors. Though these battles were not decisive, the fighter escort not only proved itself to be the method of whittling down the opposition but served as a tremendous morale builder to the bomber crews who had been for so long, the lone gunners of the enemy skies.

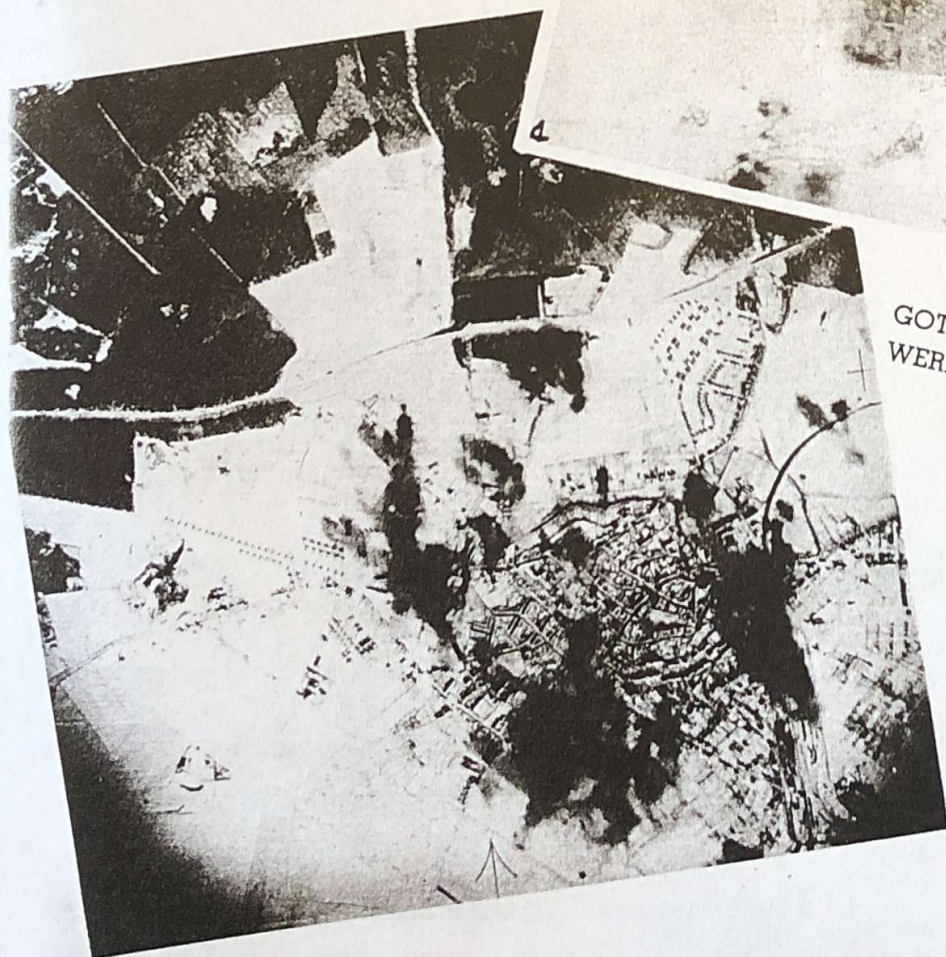
The Forty-Fourth, after bombing Kiel twice, then Ludwigshaven and Meppen, diverted its attention to the mysterious little ski-shaped targets which began to mushroom all along the French coast in the Pas-de-Calais area, and pointed ominously towards London. Intelligence did not know exactly what they were for but the decision to attack them at that time no doubt saved London from a far greater catastrophe than befell her from the monotonous VI bombing she received a few months later. The Forty-Fourth drew a series of these targets with such nomenclature as Eccalles sur Buchy, Les Etit Bos Robert, St. Agathe D'Aliermont, Siracourt, Ray sur Authies and Petit Bois Tillencourt. The month of February, 1944, was finished out with the 44th taking part in the all out blitz on the German fighter installations and factories. Gotha was attacked twice on the 22nd and 24th of the month, and Furth-Nurnburg on the 25th of the same month, both targets rating an excellent for precision bombing. With the aid of bombers from the Mediterranean, during that week of perfect bombing weather the American heavies reduced German single engine out-put by sixty percent and twin engine production by eighty percent. The German hope of defending their main defense industry by the use of the orthodox fighter had vanished, and in its place a feverish pace was set to produce the jet propelled V1, V2 and jet fighters. Most of the plants disappeared underground and the Air Force turned its attention to the German oil producing plants and depots. The losses during the month of February was the deciding factor of the entire war. The GAF could only hope to delay the actual day of invasion. Their sporadic all-out attempts at defense only showed itself over the most vital targets or the capitol of Berlin. Flak became the main point of briefing and meticulous care was taken to route the missions between the concentrations on their way in and out.

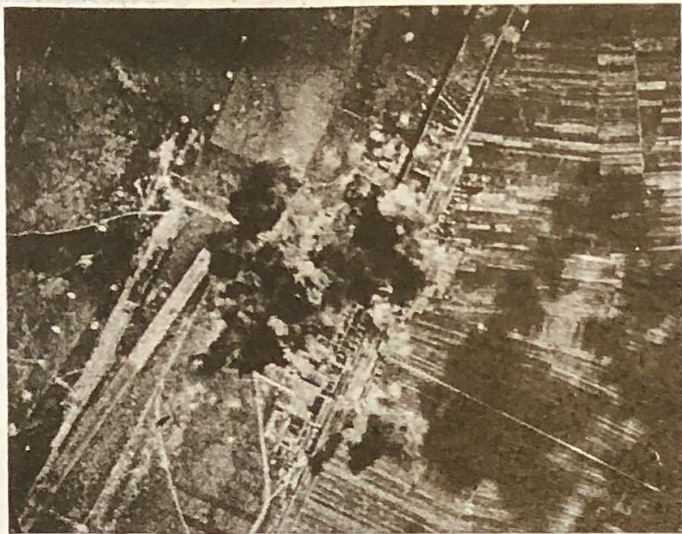


FLAMING WHITE ARCS WRITE  
THE END OF A 44th LIBERATOR



GOTHA AND FURTH-NURNBURG  
WERE VISITED TWICE IN FEBRUARY 1944

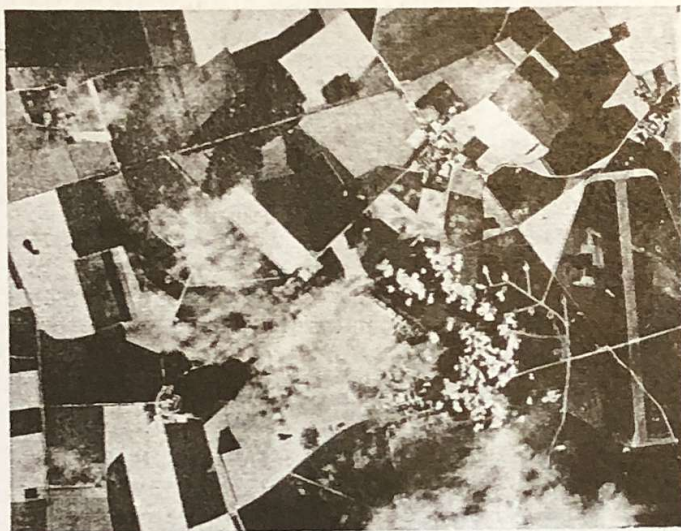




LECHFELD, APRIL 13, 1944



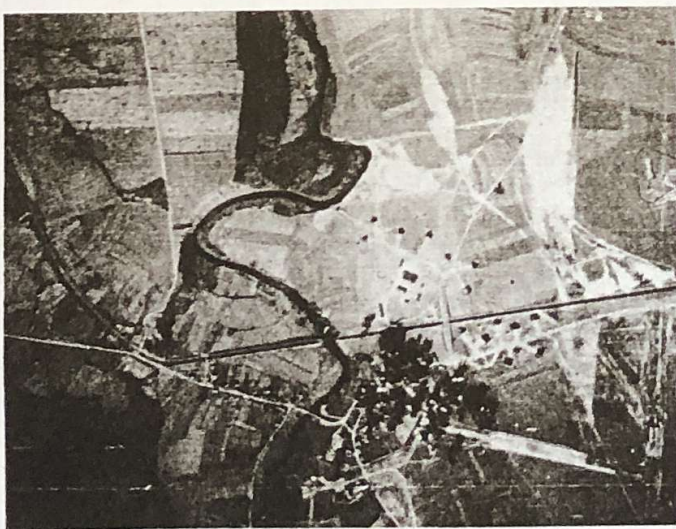
LAGENHAGEN, APRIL 8, 1944



MELAN, MAY 24, 1944



MONT-DE-MASAN, MARCH 27, 1944



ST. DIZIER ROBINSONN, MARCH 24, 1944



BERNBERG, APRIL 11, 1944



German production actually increased from 1942 to 1944 despite the terrific bombing the Ruhr and other industrial centers received during that period. The reason for this was that up to that time German industry was keeping pace with the rising tempo of the bombing, more and more of the manufacturing facilities were being pressed into war production and the undamaged plants were being goaded to higher production output. July, 1944, began to show the production curve start downward. The Luftwaffe was knocked out of the air and precision bombing was being applied ruthlessly by the Allies. The rail transportation system, Marshalling yards and engine repair sheds were being bombed relentlessly. Coal from the Ruhr dropped to eight per cent of normal, actually starving the furnaces of the steel industry. The Germans waited too long to attempt the dispersal of their more vital factories, as the move came at the time the bombers were concentrating on transportation and the valuable equipment was trapped in the bombed up yards or destroyed completely. Without fuel and transportation the plight of the German war effort was fast becoming a nightmare.

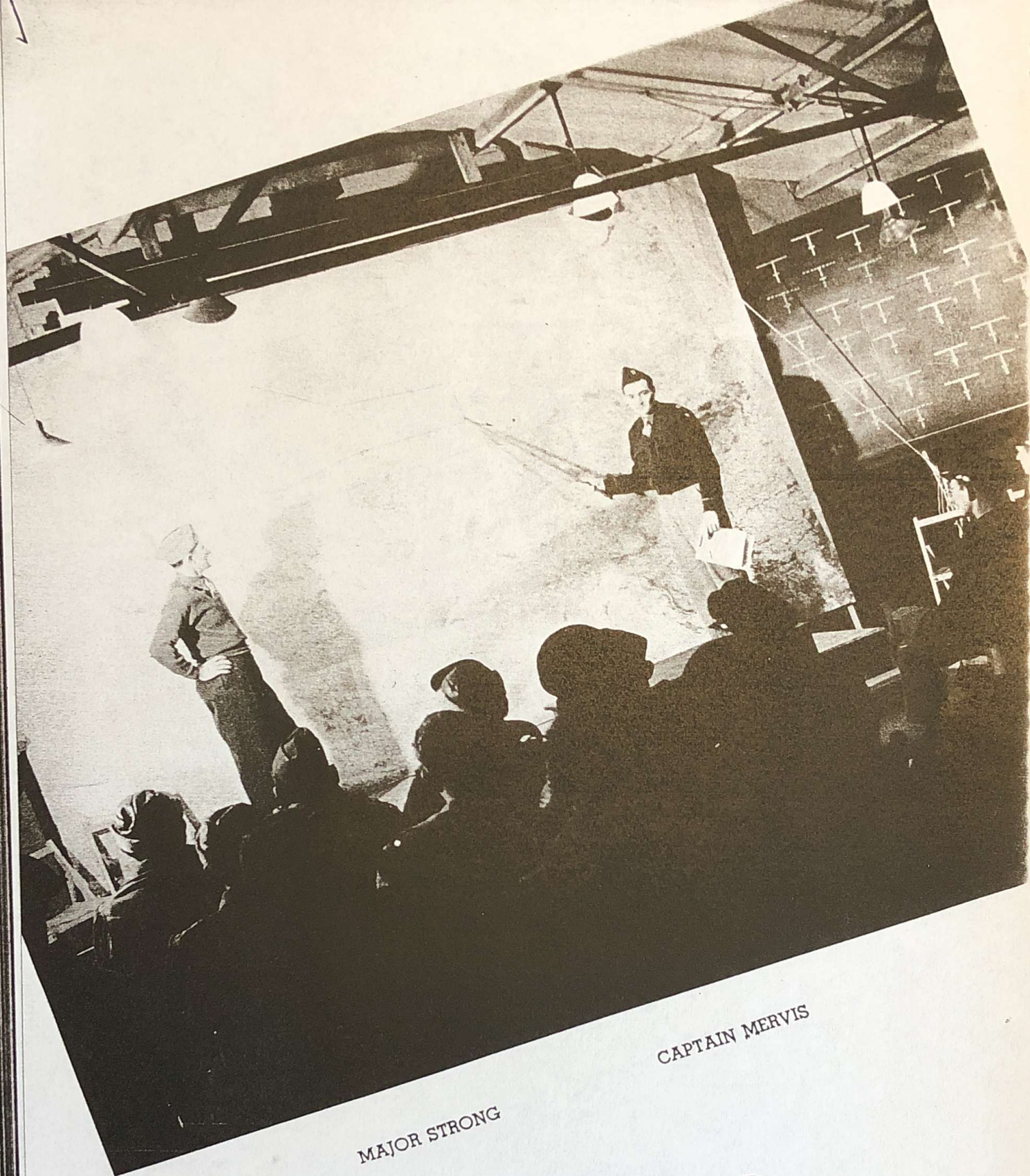


Railroad marshalling yards were prime targets, along with the vast network of canals. The Germans estimation of the importance of the marshalling yards at Hamm can be measured by the 4000 regular railroad men employed there. In addition 8000 laborers attempted to keep the yards in repair. In 1943, Fritz Knickenberg, rail transportation nazi, complained that the repair gangs couldn't keep up with the Allied bombings. The 44th bombed Hamm on four occasions—April 22, 1944, September 26, 1944, September 30, 1944, and October 2, 1944.

Bombing transportation facilities directly saved lives "D" Day. Captured German documents revealed that German troops were constantly delayed in reaching fighting fronts. The German divisions ordered from Bordeaux to the Normandy front were fourteen days in making the trip, mostly on foot, and horse-drawn vehicles. Redeployment of troops from the Russian front were hampered by precision bombing, literally slowing the troops to a walk west of the Rhine.



FIRST STRIKE ON HAMM MARSHALLING YARDS—APRIL 22, '44



MAJOR STRONG

CAPTAIN MERVIS

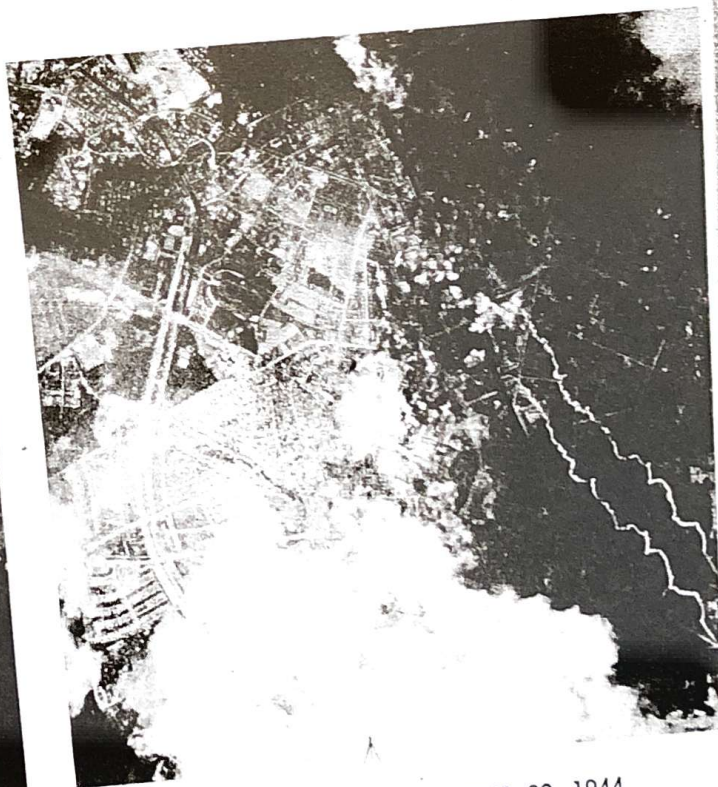
*Briefing-*



SCHAFFHAUSEN      APRIL 4, 1944

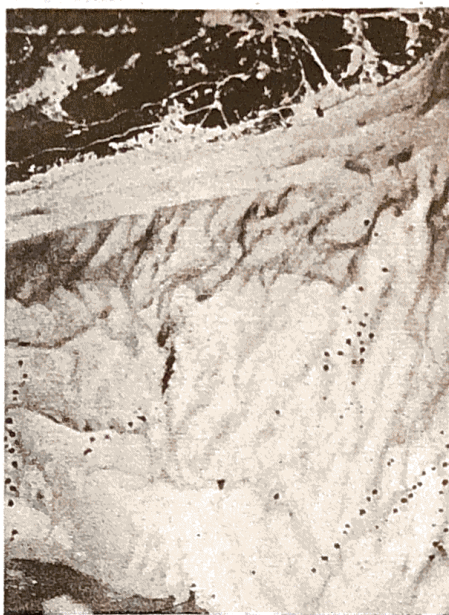


LANGENHAGEN      APRIL 8, 1944



BERLIN      APRIL 29, 1944

*And Strikes!*



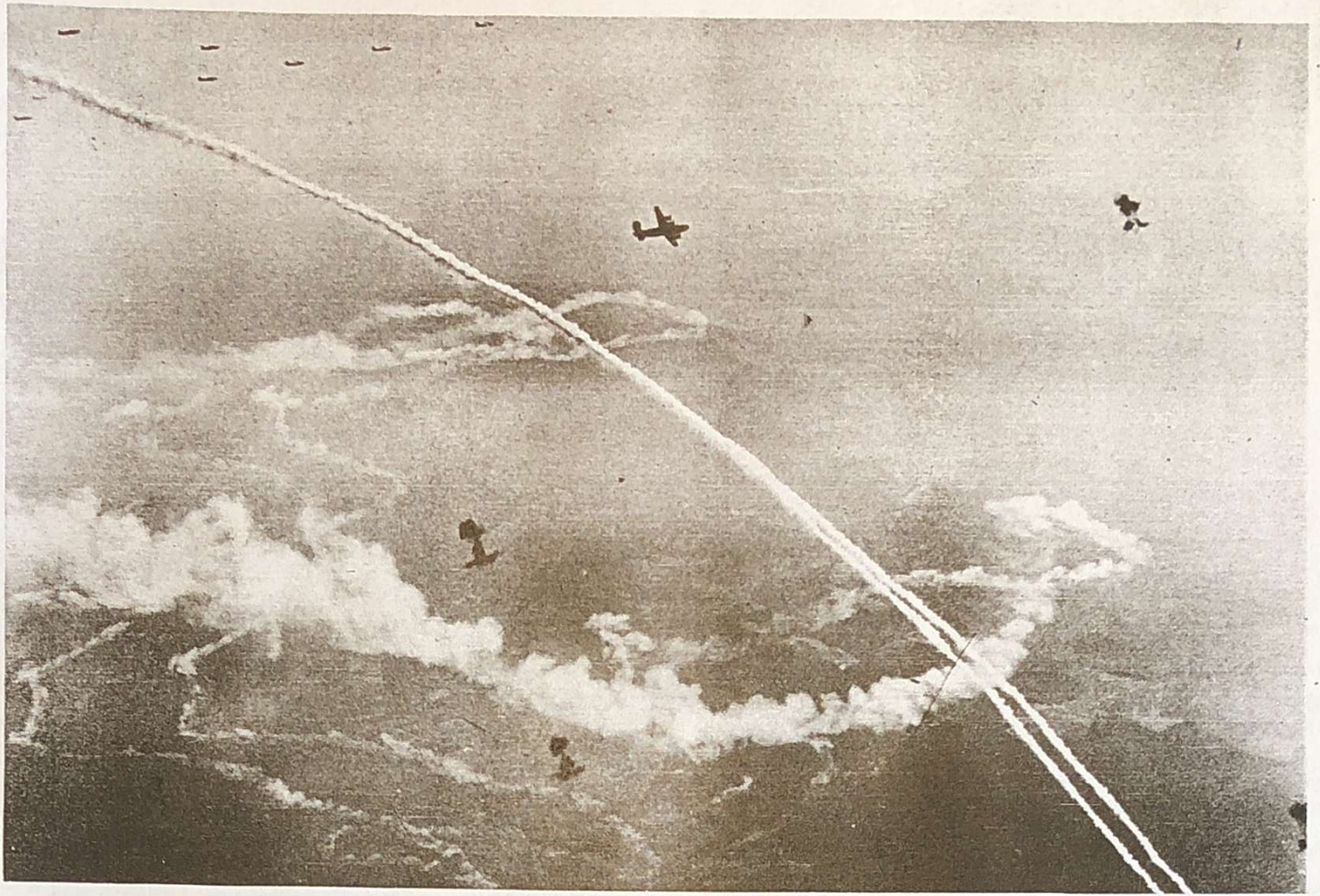
## D-DAY

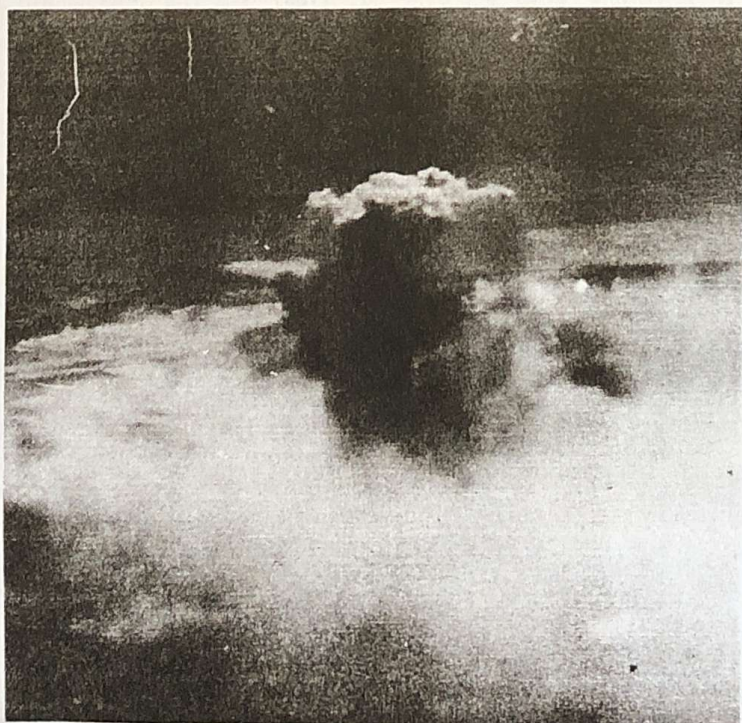
The softening of the French coast for the invasion was a master stroke of deception and strategy. Targets were selected all the way from Bordeaux to Denmark, the RAF concentrated on the enemy's radar facilities and the stage was set.

The morning of June 6th, before dawn the 44th was a bee-hive of activity. Two missions were set up on the board, one set for a pre-dawn take-off, and the other to follow before the first returned. The mission was briefed to bomb the shore line of Normandy and pictures afterwards showed how well the job was done. Craters started 200 feet in shallow water from the shore line and carried back to the hedgerows inland. The second mission continued the carpet pattern back as the first contingent of troops hit the beach at six-twenty eight in the morning. One thousand and seventy AAF heavies laid down this pattern just before and after the zero hour on D-Day.

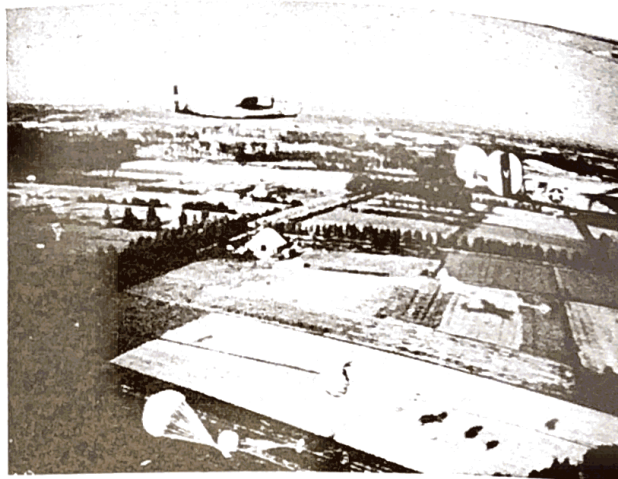
On July 18th the British struck at Caen and opened a gap that carried the Tommies five miles beyond the hedgerow encirclement the Germans had knitted around them. Seven days later, the 44th, a part of a force of 1500 aircraft, dropped 3400 tons of bombs on the German positions at St. Lo which were holding up the Americans' advance. The break-through was decisive and the momentum gained here, by the First and Third Armies, carried on, with only a slight interruption, through to the end of the war. After pummeling the airdromes within striking distance of the Normandy beachhead, the 44th again turned its attention to the oil campaign. The reduction of German oil supplies and sources was necessary to neutralize the remaining Luftwaffe and immobilize the superior armor of the Wehrmacht. The synthetic oil plants of the Ruhr Valley were systematically reduced by the RAF, while the more distant refineries and depots were targets for the 8th and 15th Air Forces. Ploesti, bombed first by the 44th and four other groups from an African base, was a regular target for the 15th Air Force from Italy.

The persistent effort by the AAF and RAF paid off in astounding dividends as the flow of war energy became a trickle by the end of July. The production of gasoline in Germany dropped from 182,000 tons in March, 1944, to 39,000 in July, 12,000 in August, and less than 5,000 in September. Obviously, the German war machine could not carry on very much longer. The panzer divisions were stranded for lack of fuel, the pilot training program was curtailed, and the submarine activities were at a standstill. However, the unqualified success was not achieved without cost to the bombing forces. What the Germans lacked in the way of air defense, they made up for with concentrations of heavy flak. Every oil target was ringed solid with heavy flak, showing desperation in defending their dwindling supplies.





The oil campaign to reduce the reserves and refineries of the enemy continued throughout June and July of 1944. The 44th attacked the refinery at Politz 20th June, 1944. This type of air offensive curtailed oil production in the Reich to 7% of normal by V-E Day. Even the oil supplies the enemy had enroute to dumps were caught in the marshalling yards as the program of crippling the transportation system progressed. The Germans have since agreed without reservation that the lack of oil for the Luftwaffe, Panzers and submarines, completely paralyzed their mobile war activities and hastened considerably the end of the war.



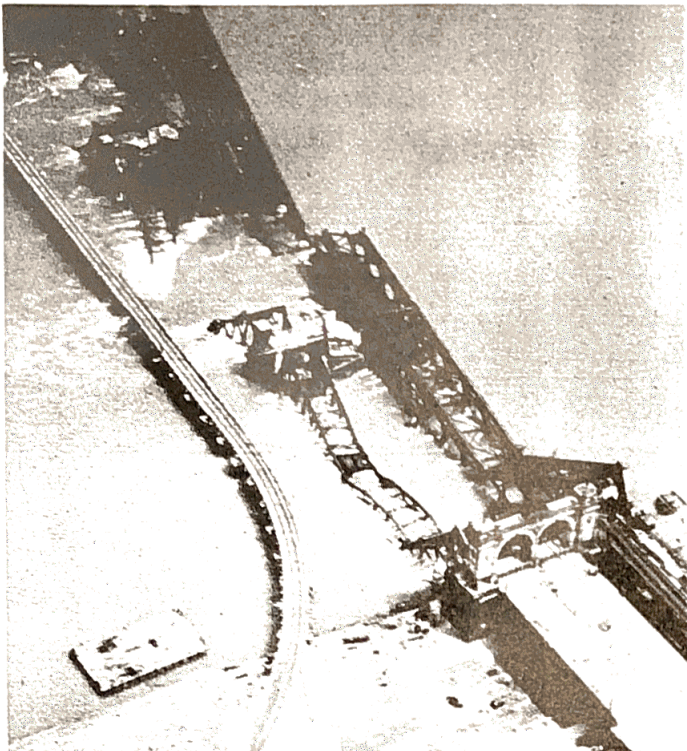
## A SUPPLY MISSION

Arnhem area in Holland was the scene and battle ground of 6000 Tommies who made history as the "Men of Arnhem." A story of bravery and fortitude though losing in objective will ever be remembered as brilliant wherever stories of sacrificing men to win wars are told.

The Forty-Fourth carried the supplies at low level to the encircled men, but the ring of German steel and unfavorable terrain were too much. Almost all of the paratroops and glider troops were either killed or taken prisoners of war and the supplies carried by the American heavies only served to feed the enemy war machine.

Wear Best Holland

This was our first  
low-level mission flown  
in September 1944. Dropping  
supplies to paratroops already  
on the ground. Wally was  
in the mission.

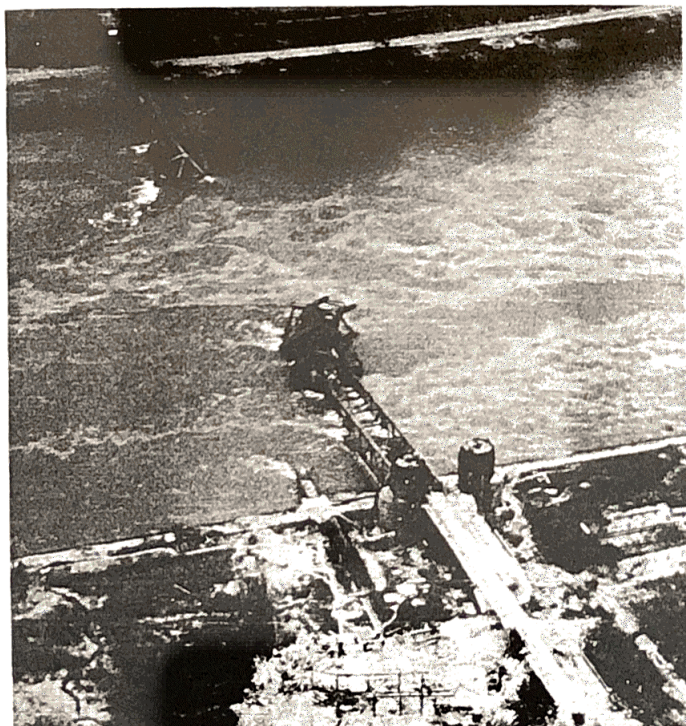


MANNHEIM



ARNHEIM

The cutting of bridges and severing German arteries of communications was a serious blow to the Nazis. As for mobility, unless an army can move freely, it is at a definite disadvantage. Air mobility was at an end as soon as the Allies acquired air superiority, blasting of the bridges and marshalling yards hampered their mobility on the ground. German industry gradually lost the necessary mobility that supplied it with raw materials and a means to return the finished war product to the fighting fronts. Bridges are stubborn targets for bombers, however once destroyed they present a serious problem to transportation and seldom ever can be replaced for heavy traffic under war conditions.



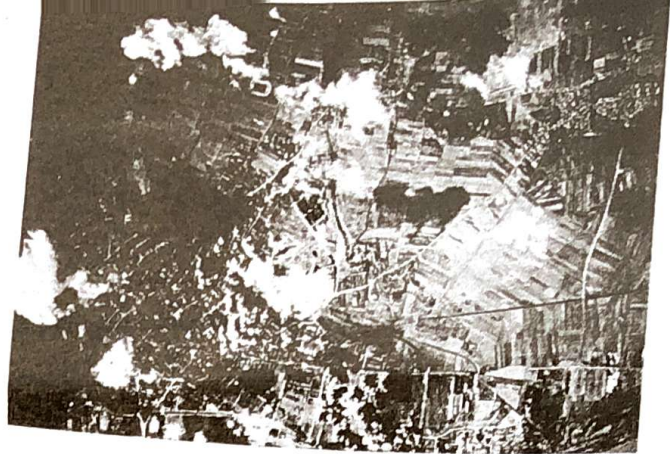
REMAGEN



BIELFELD



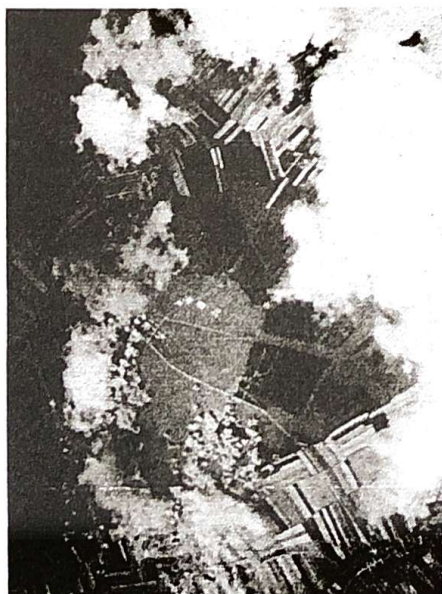
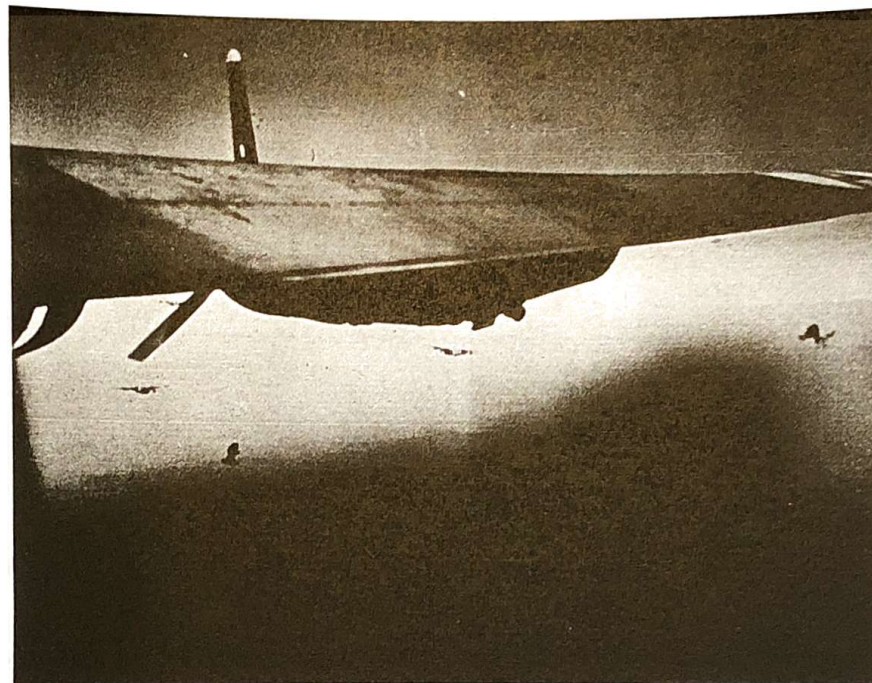
The city of Munich and the nearby A/D of Rheim were hit by two formations of 30 planes on July 11th, 1944, using P.F.F. lead ships. The 68th lost an aircraft, T-554, 1st Lt. Alfred D. Bonnet, pilot, which was hit by flak over the target and struggled back to the channel and ditched. Five of the crew were saved. Another A/C, #776, P.F.F. lead for the 448th Bomb Group, 1st Lt. Zweig, pilot, was also hit and last heard from over Belgium. Lt. Zweig and crew were listed as MIA. Several other aircraft returned with catagory A battle damage.



LYON BRON A/F, AUGUST 14, 1944

## TARGETS

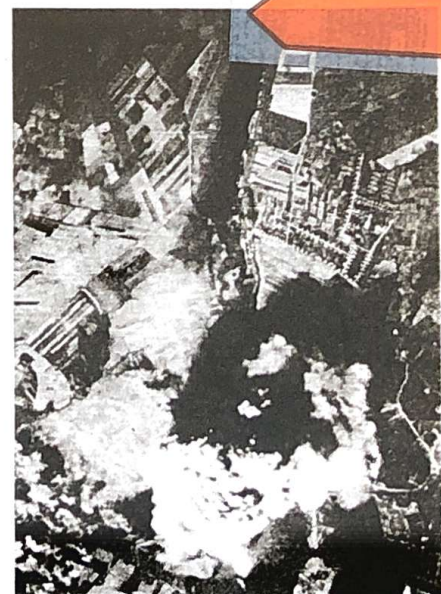
WORMS, SEPTEMBER 9, 1944



LA PERTHE, AUGUST 8, 1944



JUVINCOURT, AUGUST 12, 1944



SCHWERIN, AUGUST 25, 1944



"Flak Magnet," Capt. J. Smith's ship always came back with a few holes to account for the name.



Capt. K. E. Comer, Flight Surgeon, gives first aid to Sgt. Shelton, a member of Capt. Smith's crew, after a raid on Berlin.



Gen. Leon W. Johnson gets first news of raid from Lt. Col. Dexter Hodge and Capt. Dave Saylor.



When fire starts after a crash little hope remains for the crew or craft.



"The Originals," a group of enlisted men who went over with the group and came back with it.



After a delay in the mail, S/Sgt. Finck and jeep was a welcome sight.



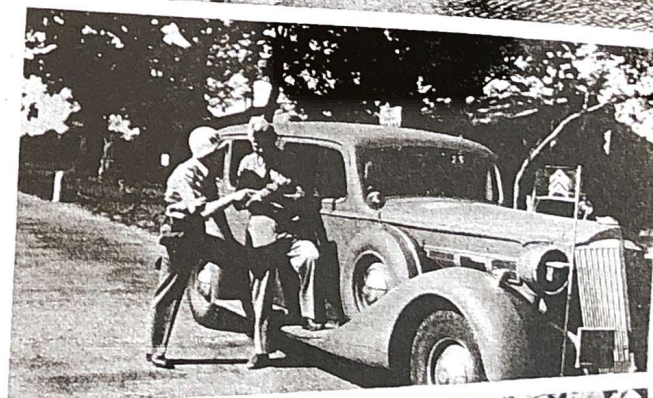
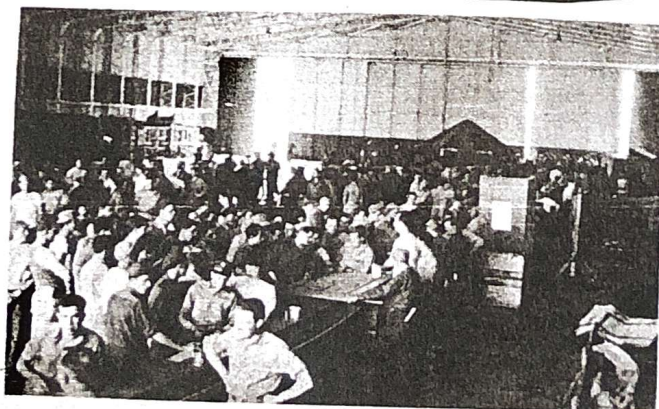
GEN. JOHNSON GETS IT ALSO

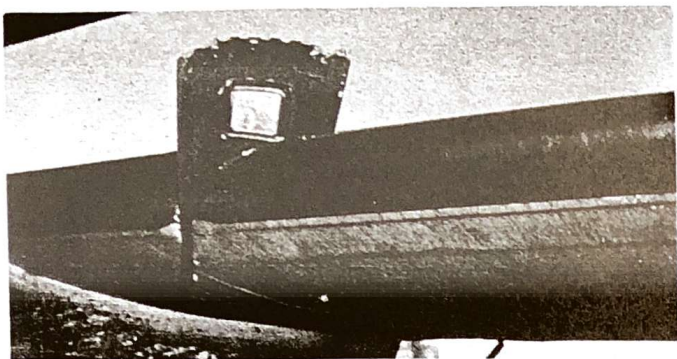


COL. GIBSON IS A NOSE HOLDER

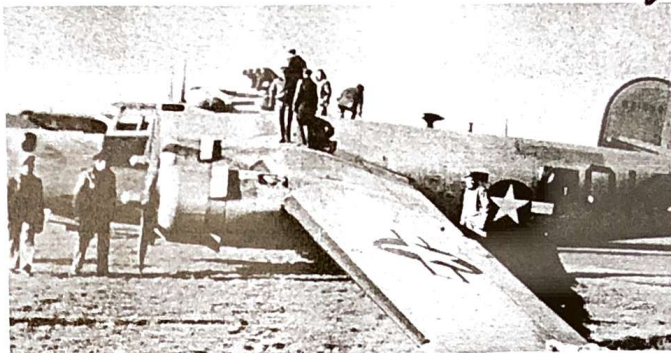
## 200th MISSION PARTY

Aug. 14th, 1944





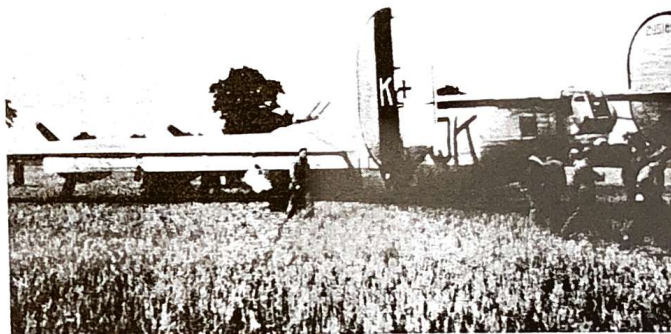
Aircraft #314 lands with section of nose turret door imbedded in stabilizer.



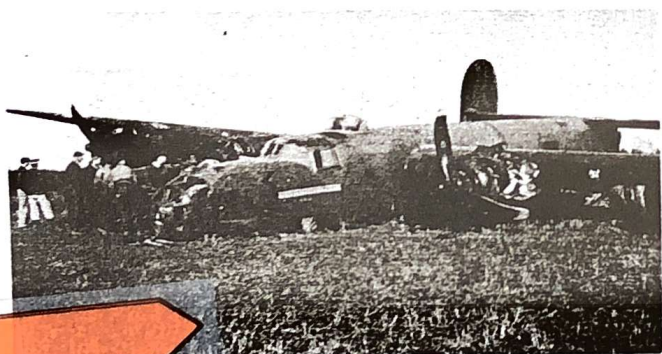
Aircraft #594 lands with collapsed gear, February 17, 1945.



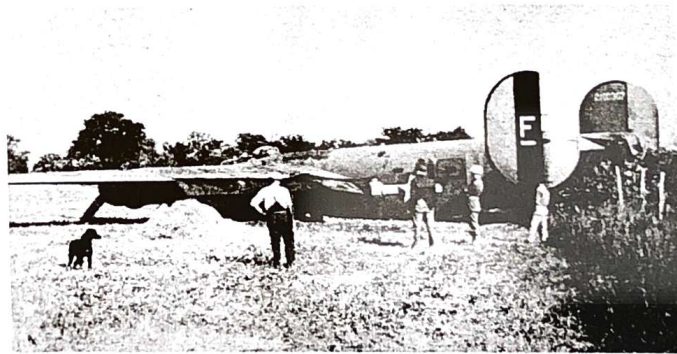
Aircraft #124 lands on one wheel November 29, 1944.



Aircraft #189 lands in nearby field as engines cut, September 5, 1944.



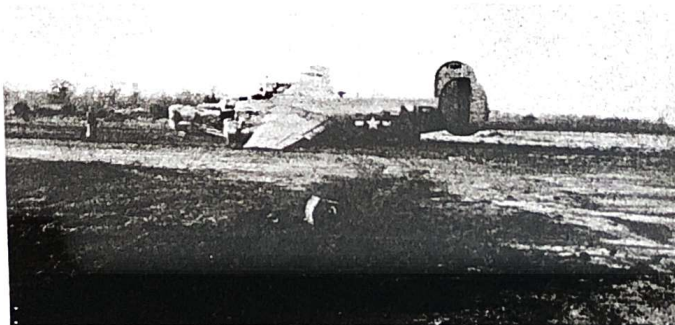
With full bomb load, AC #965 crashes on take off, March 6, 1945.



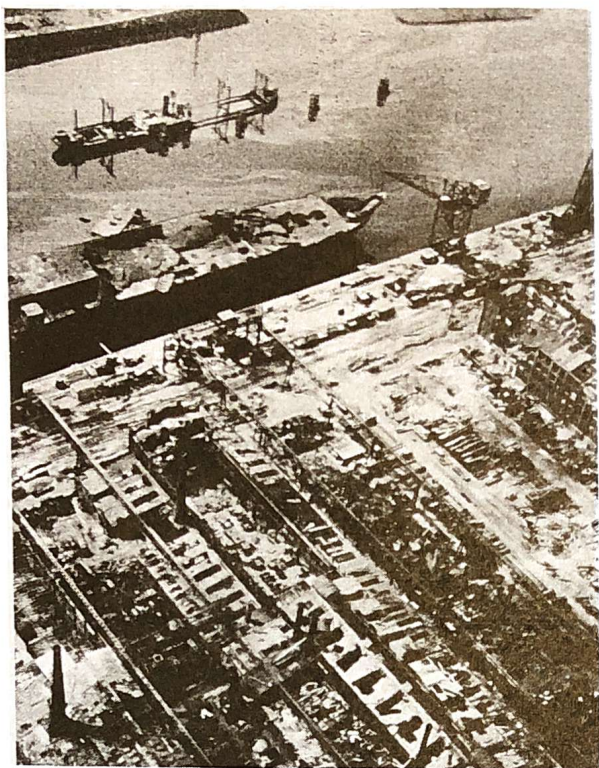
Aircraft #367 lands in field on a mission from Kiel, Germany, July 6, 1944.



On a mission to Politz oil refineries, AC #328, was hit by flak and suffered damage to hydraulic system, belly landing in nearby field.



Aircraft #309 lands with collapsed gear.



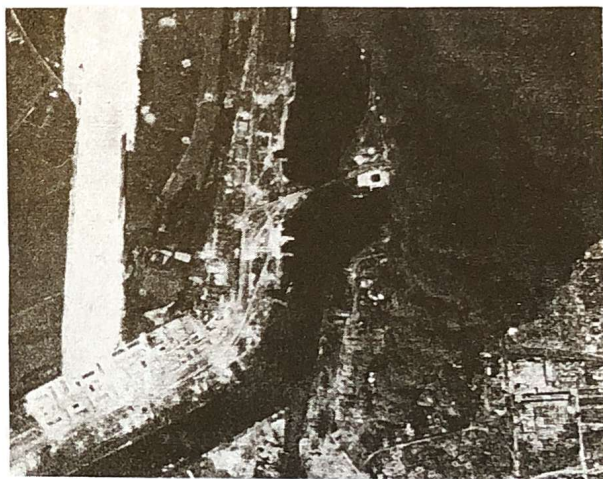
Smoke pours up from the burning docks at Hamburg following 44th attack of August 6, 1944.

Hamburg, Germany was attacked by the 44th on August 6, October 6, October 30, and December 27, 1944.

The city was estimated to have been 85% destroyed by Allied bombing. The peak of Luftwaffe ferocity was against Coventry when 200 tons of bombs were dropped on that city. Hamburg received 200 times that tonnage in return.

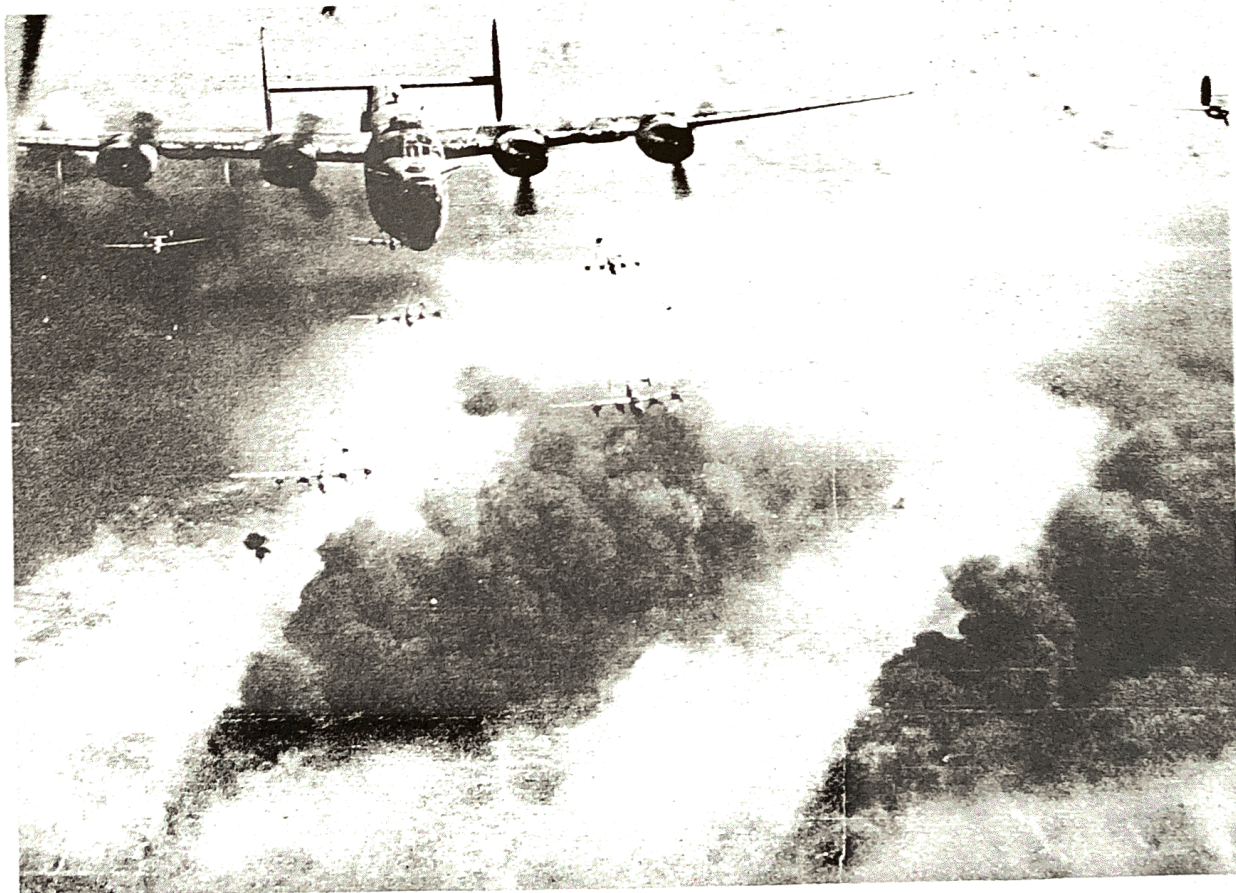


A German ME-262 Jet Plane—maneuvering to attack a Forty-Fourth Liberator over Hamburg.



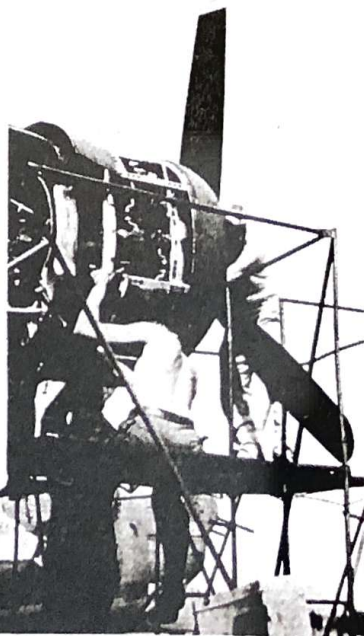
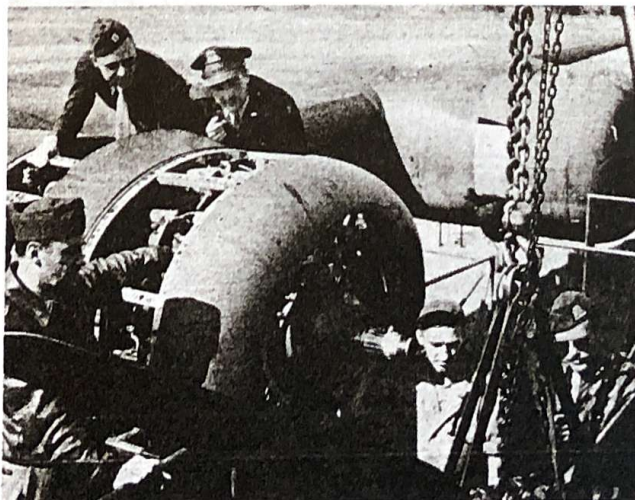
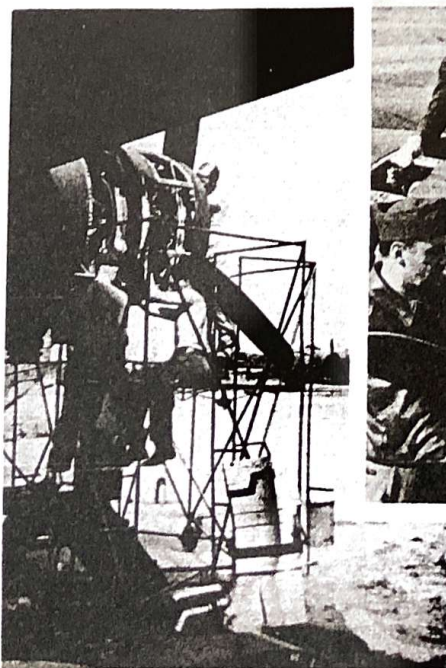


"AND FLAK OVER THE CITY WAS LIKE A BLACK CANOPY OF HELL"





The crew chiefs and maintenance men worked through sleet and snow day and night to keep the Liberators in fighting trim. To these men time or element meant nothing, everything was secondary to putting and keeping the powerful engines in perfect shape. Between missions a dispersal area was a mechanics beehive.

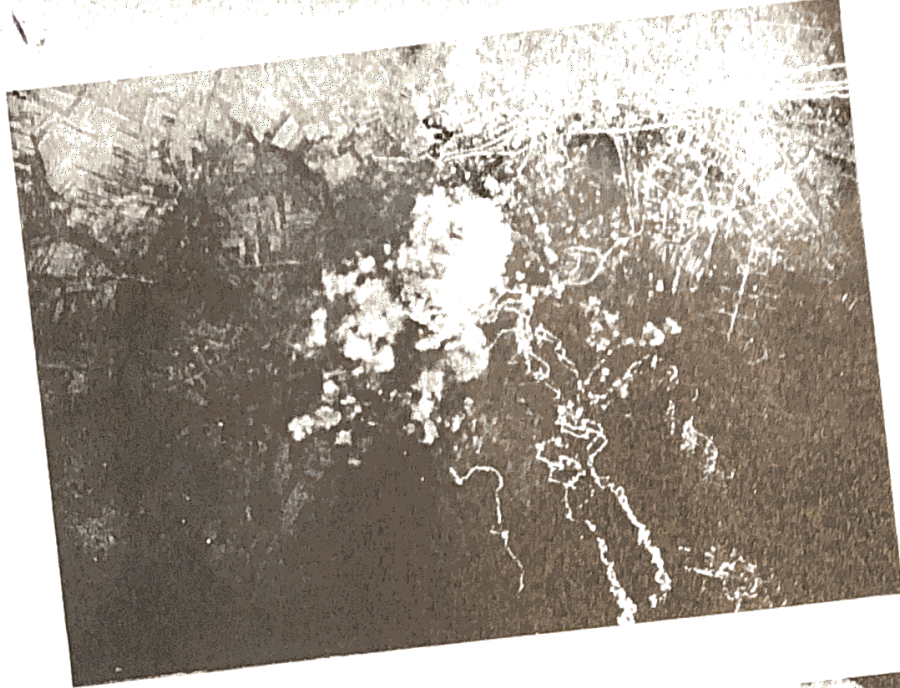


Tech representatives work with engineering section on engine change.



MISSION COMPLETED

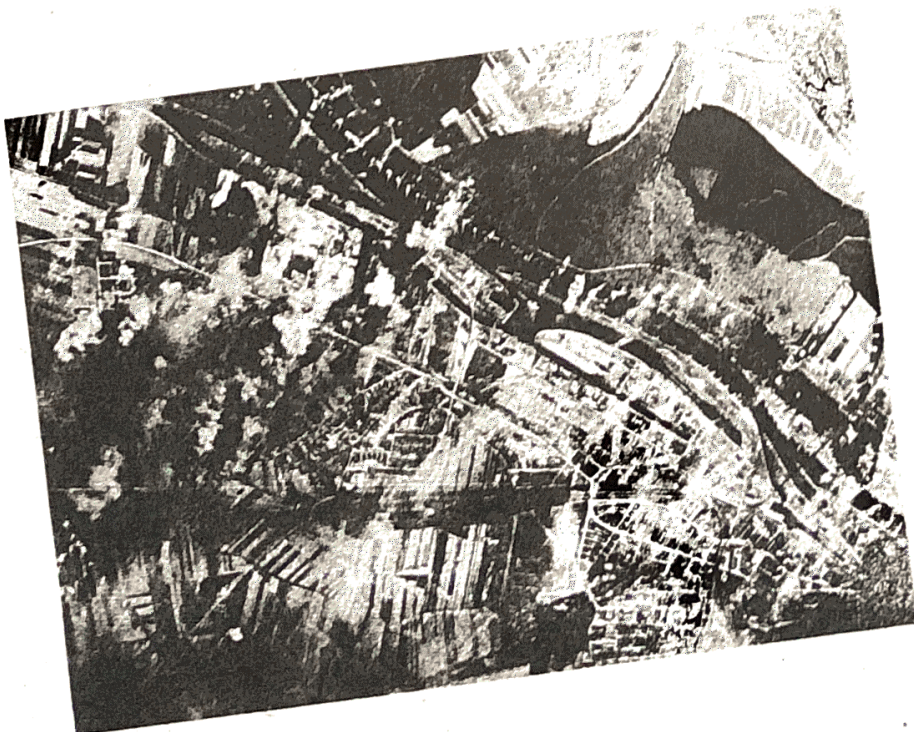




KASSEL  
OCTOBER 7, 1944



MISBURG  
JUNE 20, 1944



MAGDEBURG  
AUGUST 16, 1944



DRESDEN JANUARY 16, 1945



ASCHAFFENBURG FEBRUARY 25, 1945



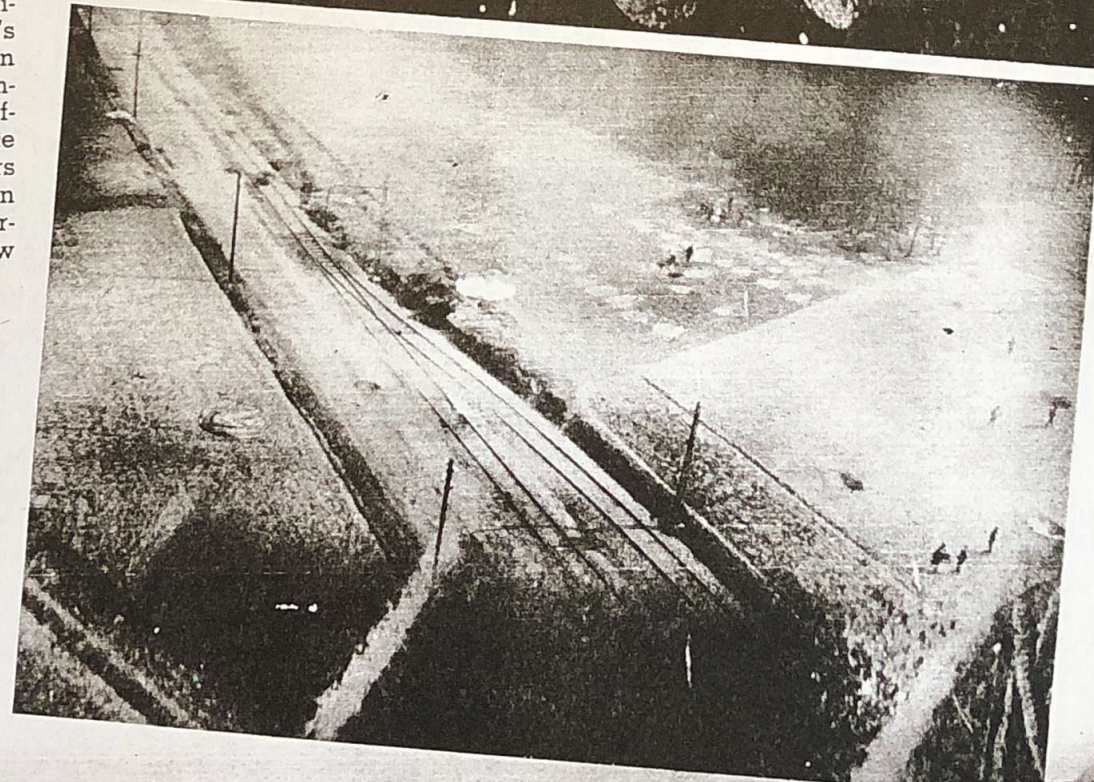
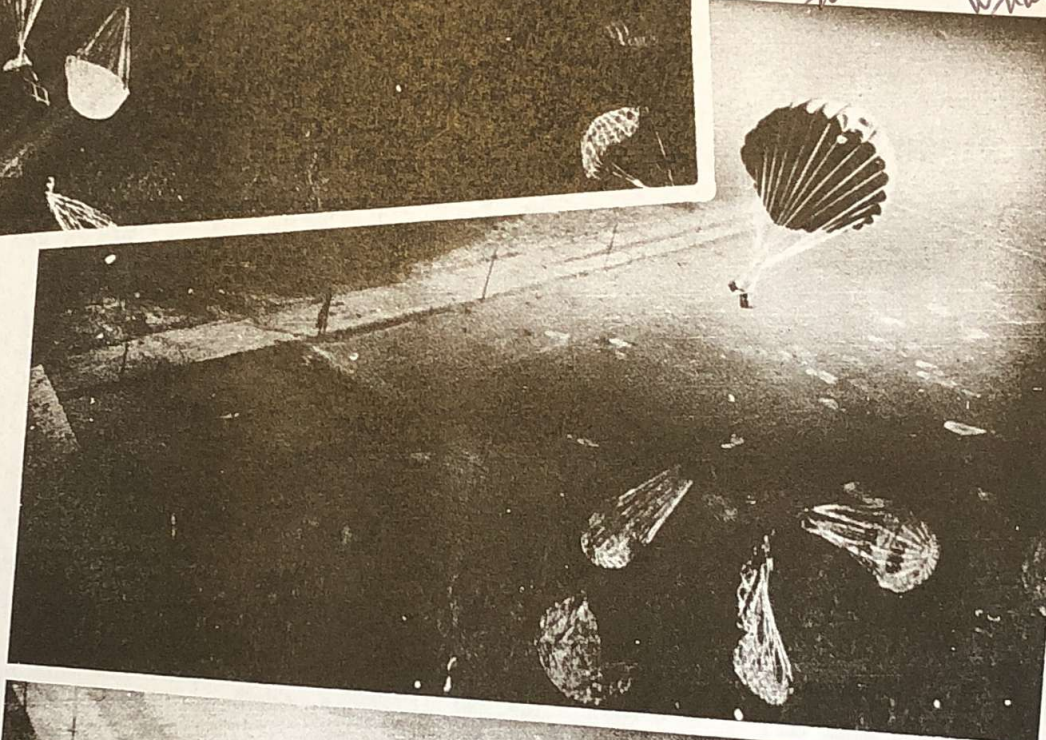
GÖTTINGEN FEBRUARY 22, 1945



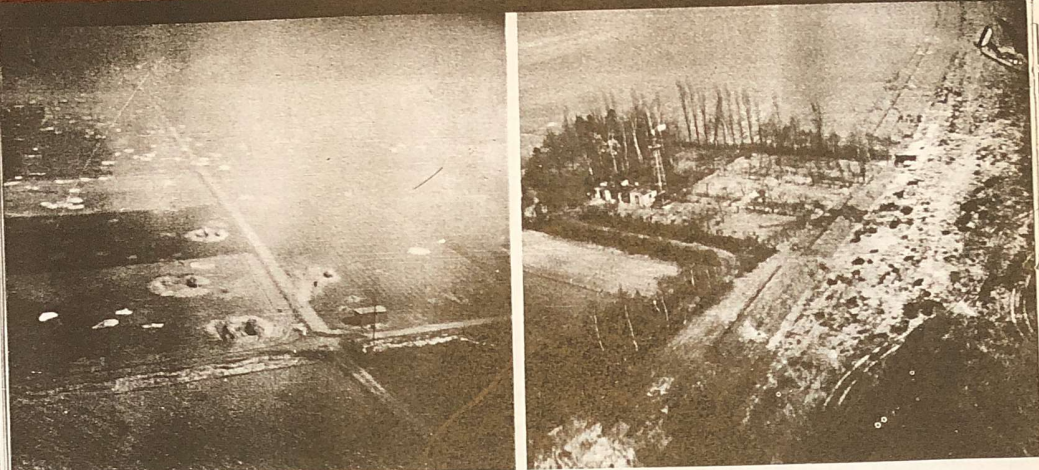
The Osnabrück Marshalling Yards was bombed by the Forty-Fourth on March 23, 1944 and October 12, 1944. Dr. Paul Mavlick, managing director of the German steel combine, admitted that steel production dropped from twenty million tons in 1941 to practically nothing in 1945. Rail and canal communications caused eighty percent curtailment, while direct hits on the furnaces accounted for the balance.

The Krupp Works was knocked out as munitions and war machine source, in April, 1944. Previously in May, 1943, the floods from bombing of the Mohne Dam, by the RAF, cut the electrical supply to the Krupp rolling mills.

Wesel, Germany  
 This was our  
 2nd low level  
 mission drop  
 supplies to paratroops  
 and glider troops.  
 The plane on our left  
 wing went down  
 with all lost. Wally  
 was on it (the  
 mission) Mike  
 Wally



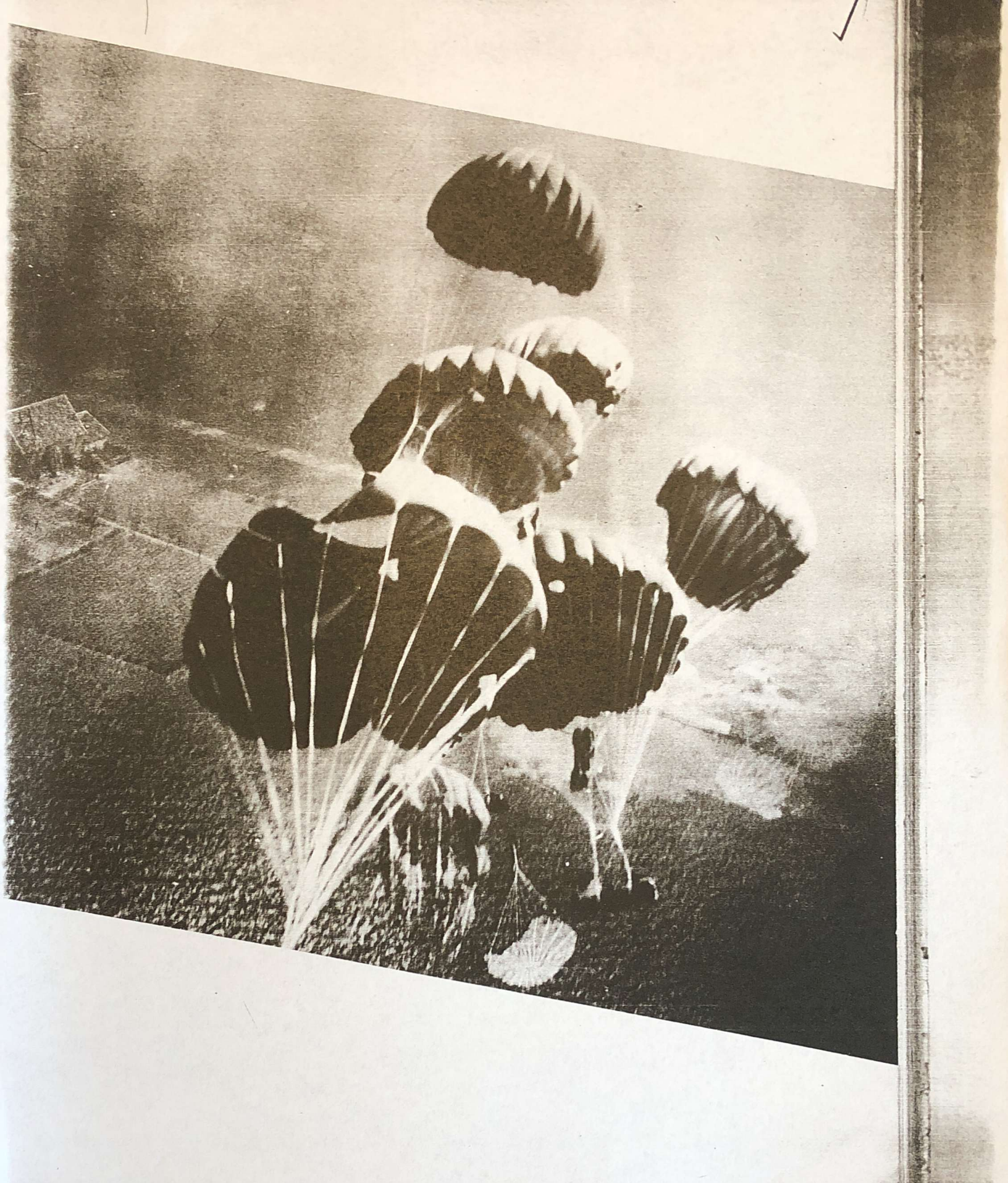
On March 24th, 1945, the great airborne assault across the Rhine began by 14,000 airborne troops going in by parachute and glider. The 44th was one of the groups elected to supply the spearhead. Following the troops in two hours later at Wesel, Germany, the group ran into terrific ground fire just after releasing supplies from 150 feet altitude. Two of the group's bombers were shot down and many others damaged. All together the effort cost the Air Force about twenty-two bombers which placed the mission second to Ploesti in percentage of loss for a low level operation.



## March 24, 1945—Wessel

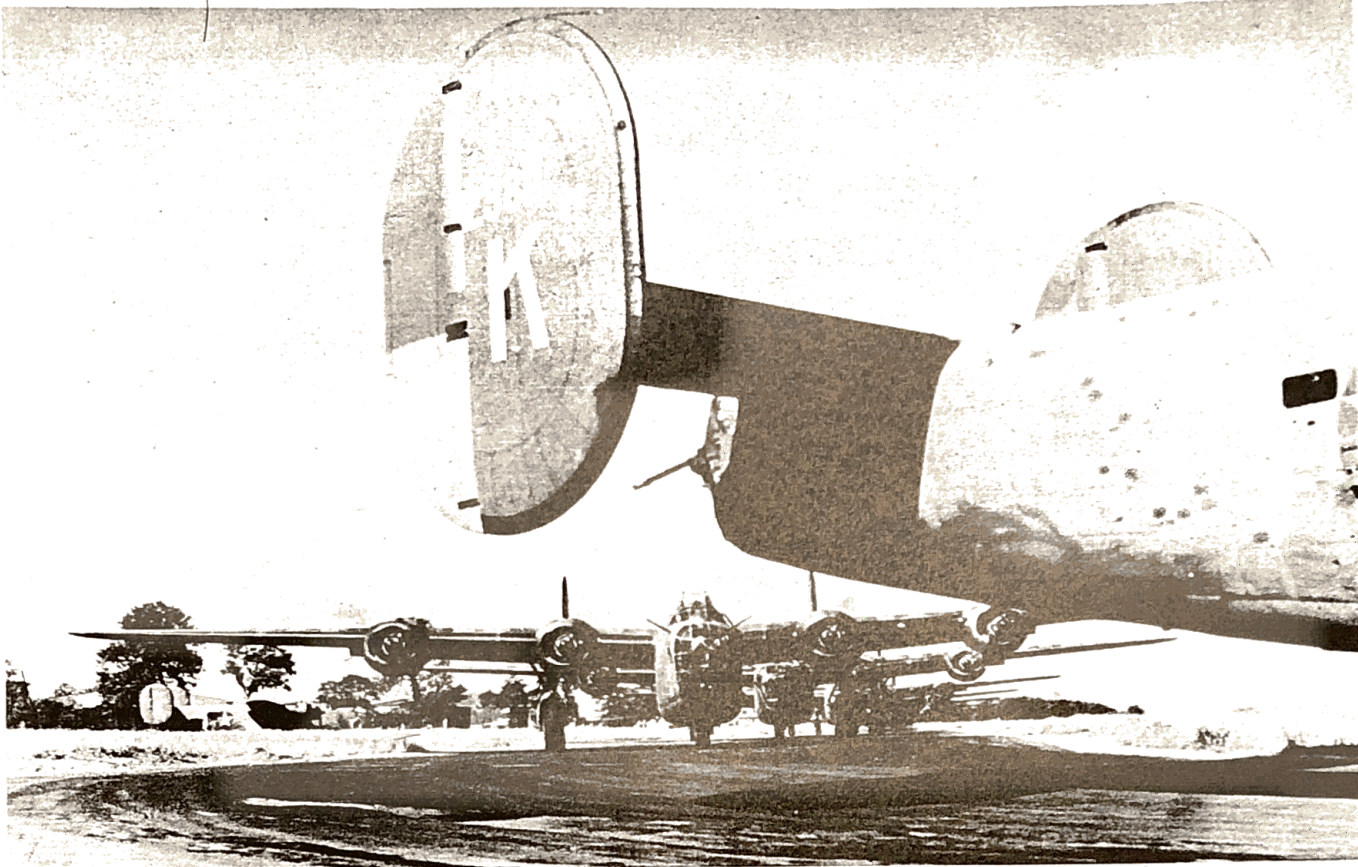
The assault on the Rhine in March will go down in history as "Rhine Day" but it will be remembered as the last great push of the War against Germany. Crossing the river at Wesel in strength, was like breaking the back of the enemy, from then on it was a matter of rolling back his defenses, however, crossing the big ditch was a combined operation of all forces.

The Forty-Fourth's part in this great operation was not an easy one. Flying within rifle range to supply glider and paratroops is always a dangerous mission for aircraft as large as a Liberator. This mission was no exception to the rule. The dropping zone was near the point where the gliders had set down beyond the Rhine, a few miles east of the river, within sight of the enemy lines. The supplies were necessary to the success of the airborne troops that went in three hours earlier and were battling with light equipment to establish a bridgehead for the crossing in force by the ground forces. The drop had to be at low level to assure accuracy and minimize the effect of enemy ACK-ACK, preferring to run the gauntlet of machinegun and small arms fire to the heavier German anti-aircraft. Supplying the ground forces proved to be very costly to the American bombers, however, the final defeat of Germany, began when the Rhine was crossed supplied, and the bridgehead secured.

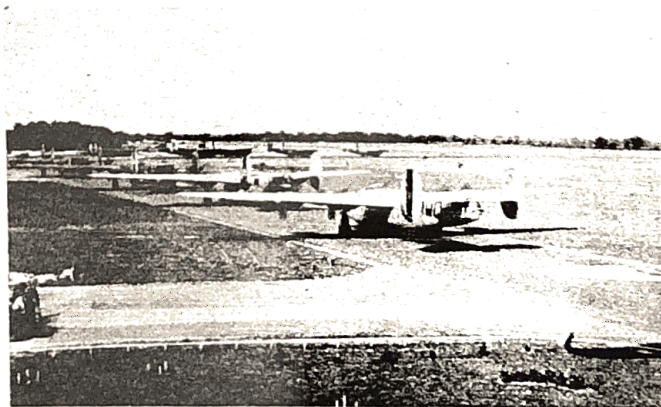
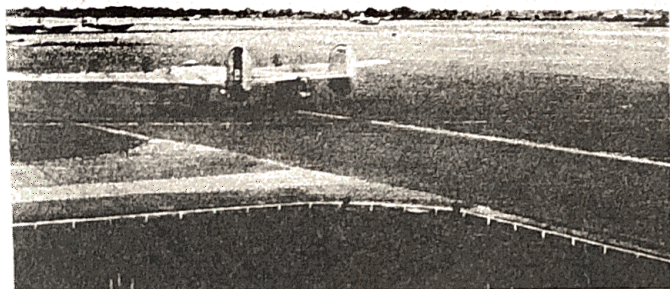
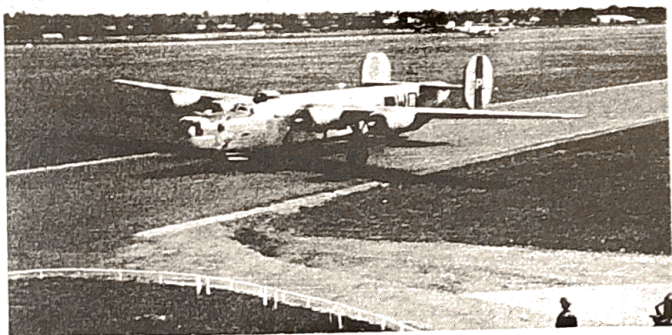


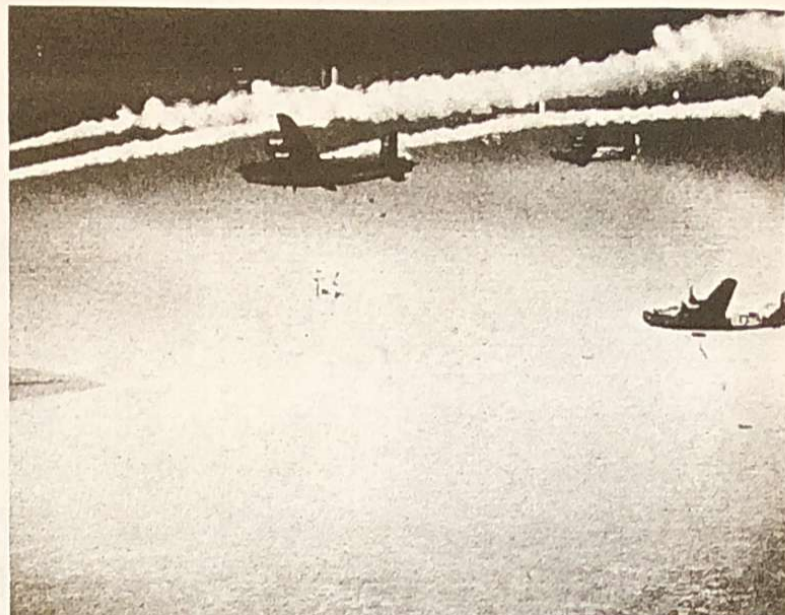
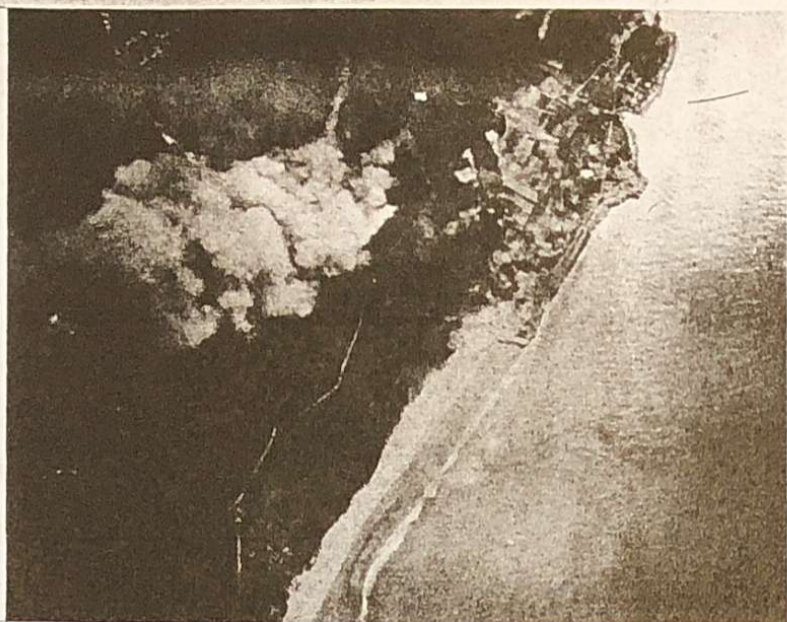


Two 44th Liberators  
crashing and burning  
during the crossing of  
the Rhine.



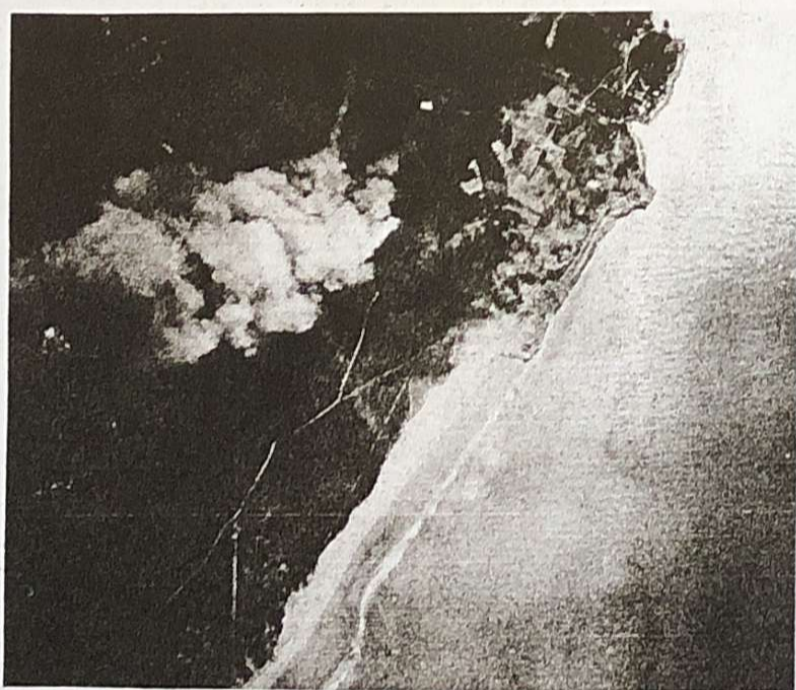
## THE OLD AND THE NEW IN LIBERATORS AT TAKE-OFF TIME

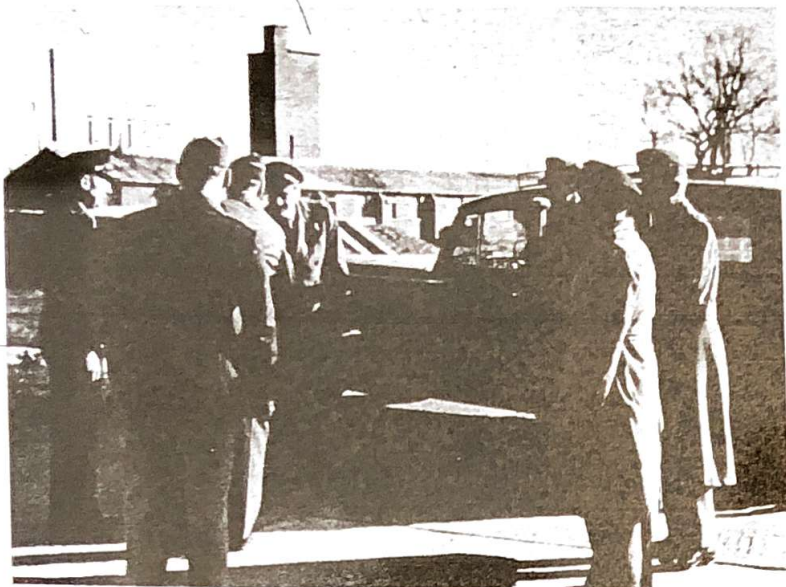




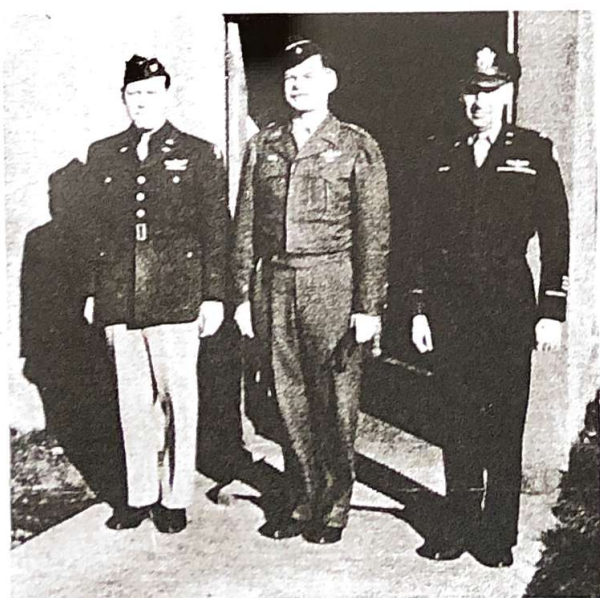
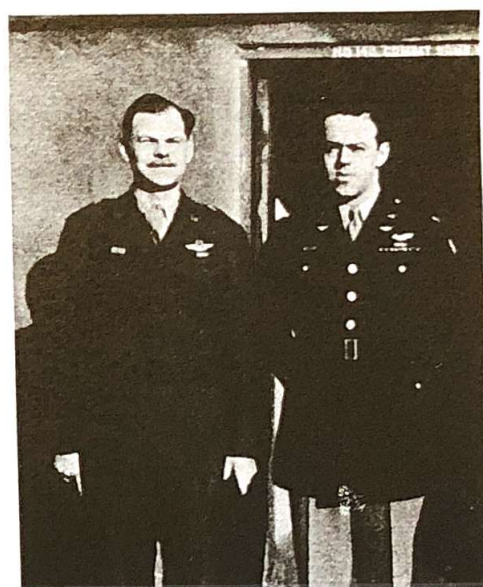
April 15, 1945, the Royan Estuary, north of Bordeaux, proved to be an example of how a motionless enemy in a fixed position can be almost impervious to air attack. This Atlantic Coast area resisted all efforts of dislodgment until the 44th used bombays loaded with jelly-bombs in the last weeks of the war.

ROYAN ESTUARY, FRANCE, APRIL 15, 1945





Inspection  
Of  
14th Combat Wing  
May 3, 1945





SALAS



PEYROUNAT



OOMENS



SCHLIESMAN

506th  
SQDN.  
Crew  
Chiefs

*Charles Widge  
was ground crew chief  
of our plane. Responsible  
for its maintenance and  
Mike Whalen*



JACKSON



IVERSON



ELLEDGE



YERKE



STEELE



GOODMAN



GERE



BOYER



JORGENSEN



GILBERTSON

67th  
SQDN.  
Crew  
Chiefs



BESARICK



BACCASH



NELSON



ULOSOVICH



BAGLEY



MASTRONARDI



EASTMAN



CURTIN



BURRESS



CHOWANSKI



GLEASON



McNAMARA



ARTHUR

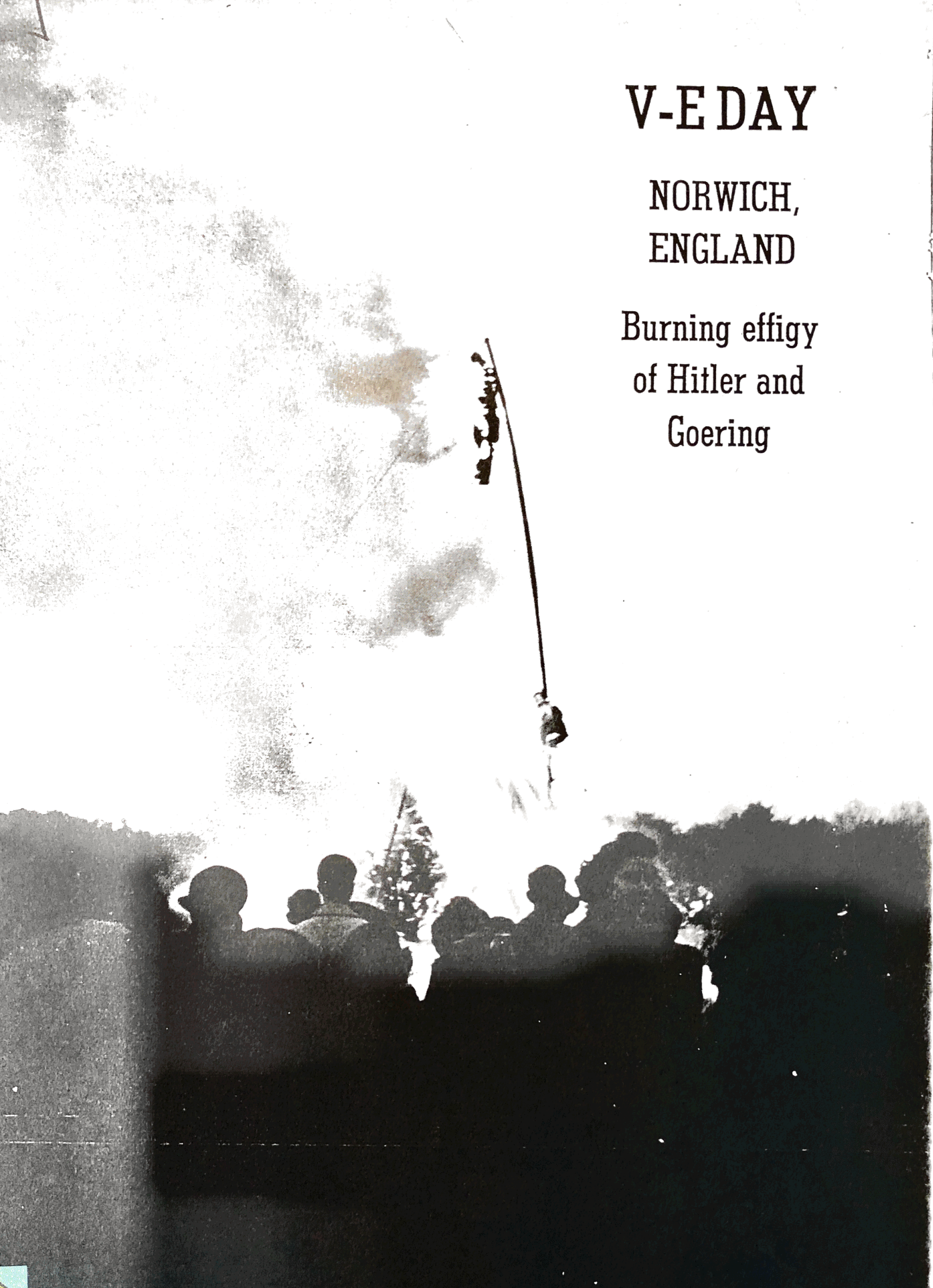


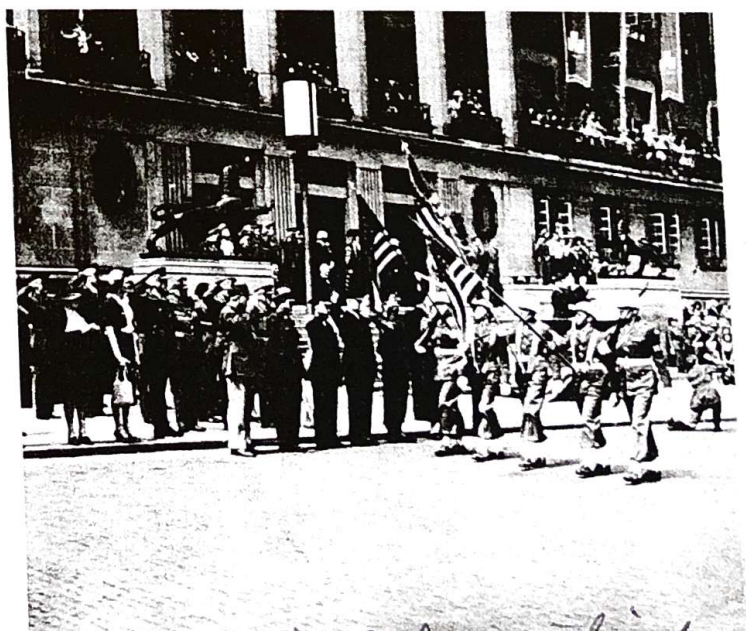
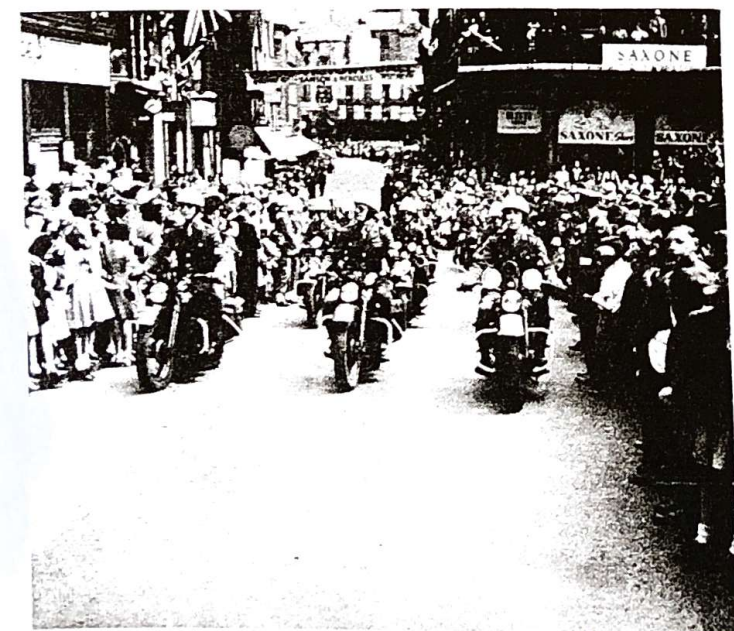
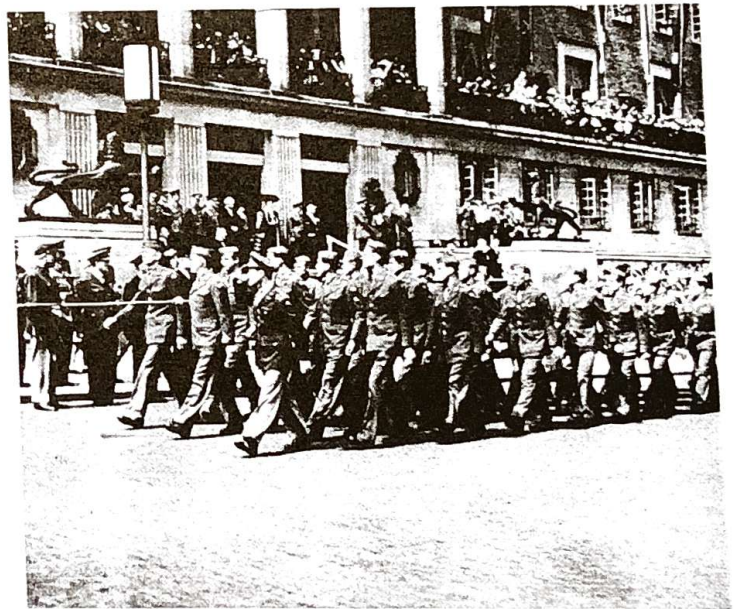
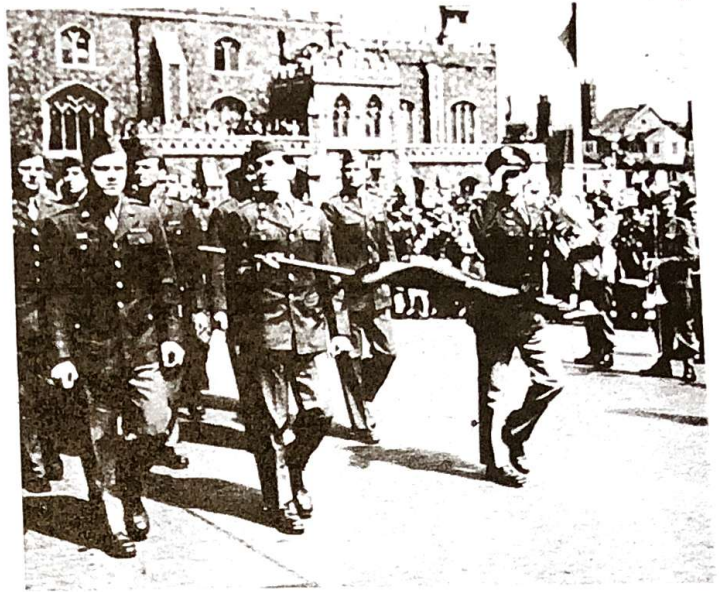
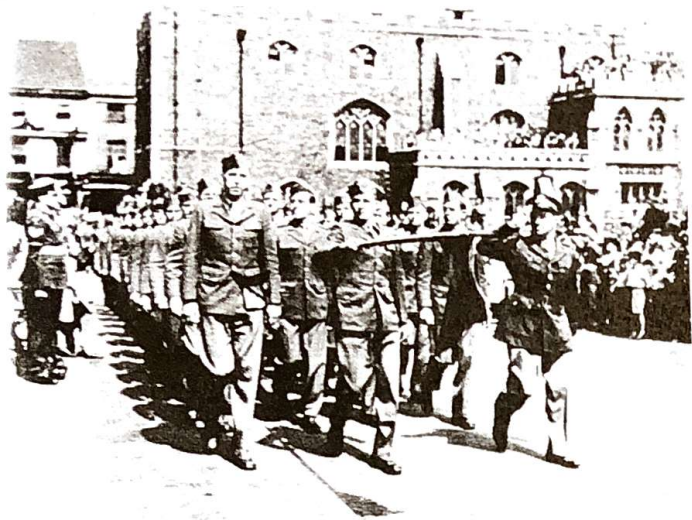
CHRISTENSON

# V-E DAY

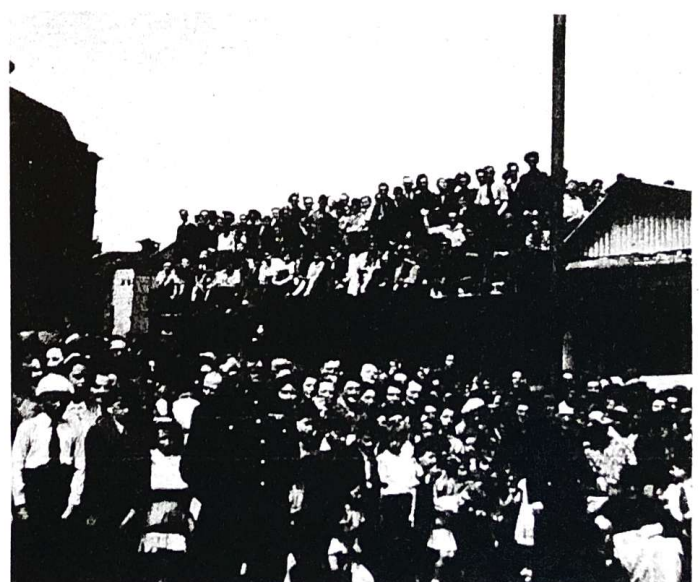
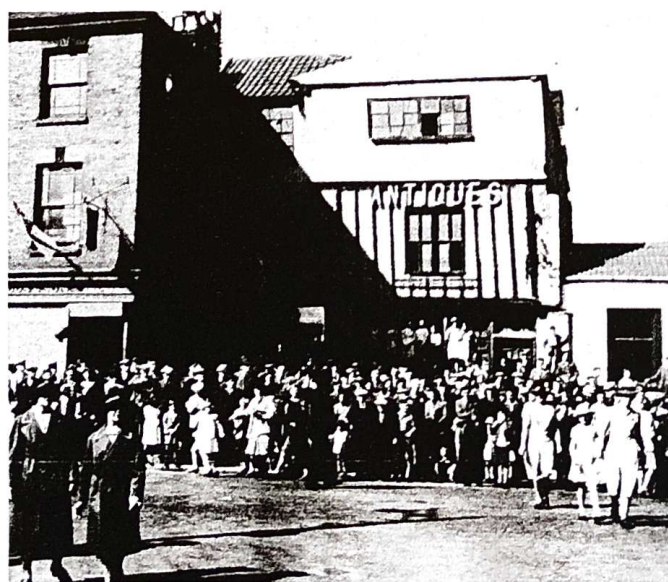
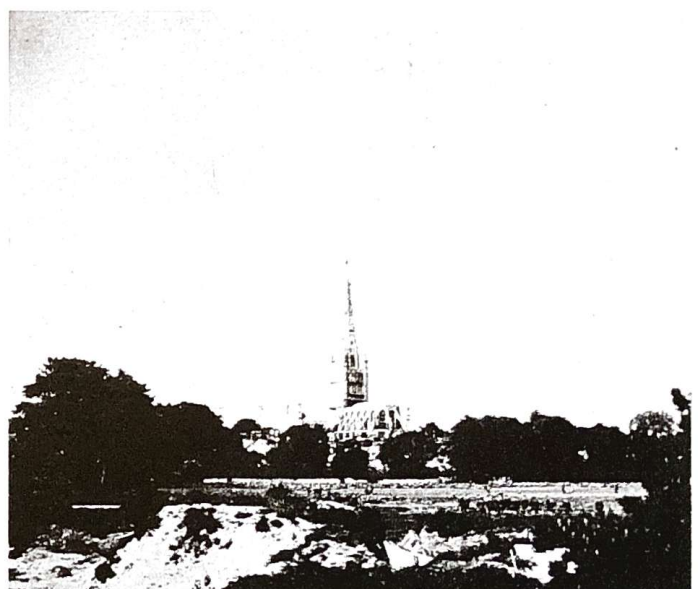
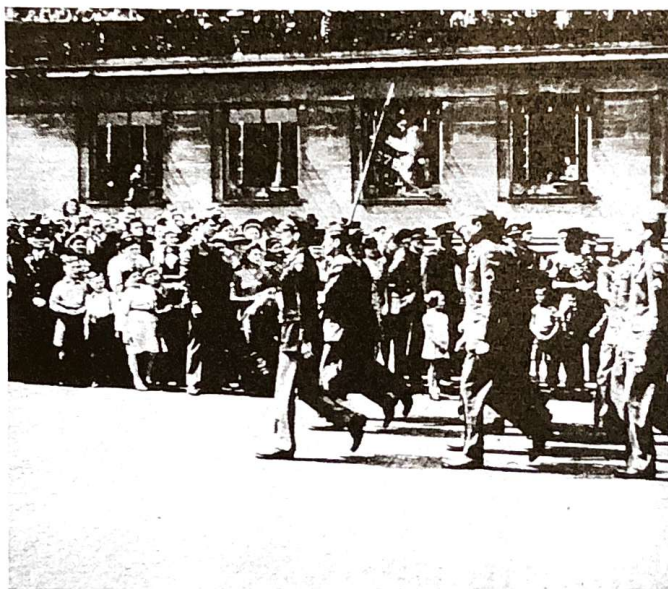
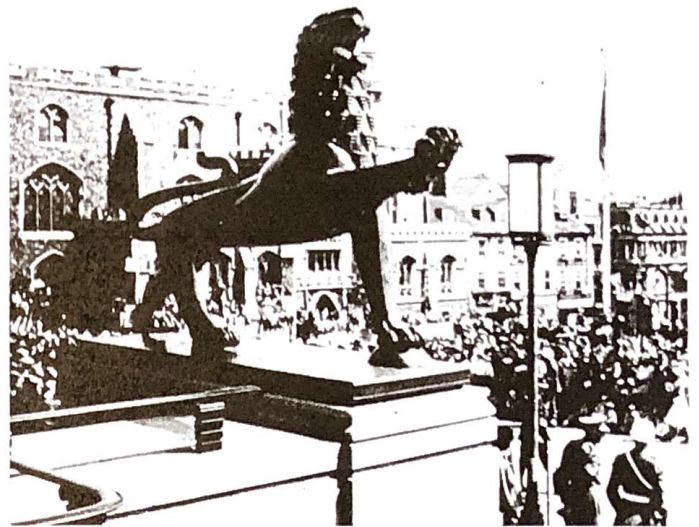
NORWICH,  
ENGLAND

Burning effigy  
of Hitler and  
Goering





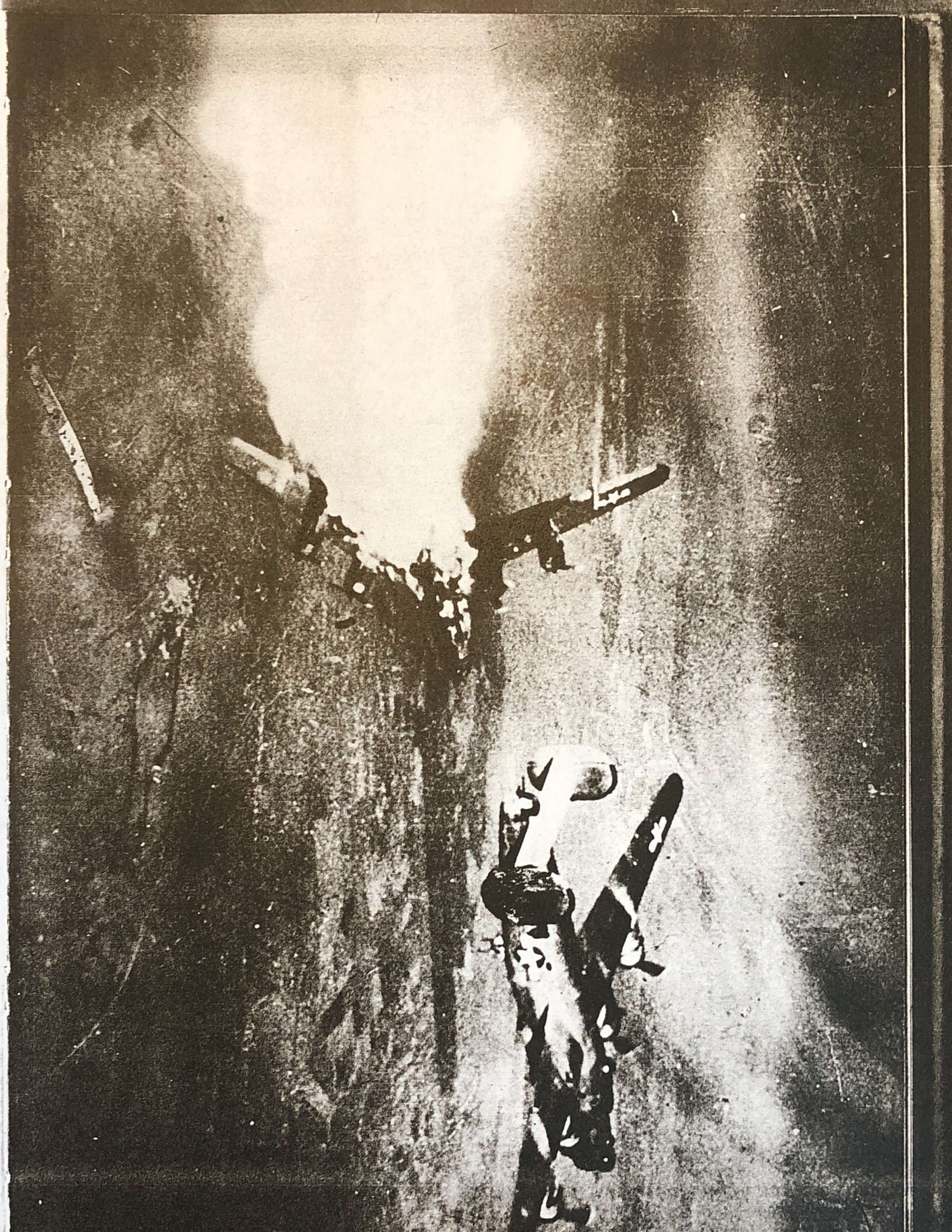
Wally Tinslow participated in this parade



LORD  
IRONSIDES



GENERAL JOHNSON,  
LORD MAYOR



# Roster -



Directory, 44th Bombardment Group

Buffalo, John M., General Delivery, Bixby, Oklahoma  
 Buford, Ivy O., General Delivery, Minden, Louisiana  
 Bugachick, Lawrence, 706 Winters Avenue, West Hazelton, Pennsylvania  
 Bugyie, Steve F., Route 1, Exeland, Wisconsin  
 Buhl, Vernon, Whitehall, Montana  
 Buhler, Theo W., S/Sgt., 316 Pine Street, Deridder, Louisiana  
 Bukoski, Donald L., Cpl., 2414 "F" Street, Omaha, Nebraska  
 Buldini, Arnsdo T., Sgt., 1229 Bennington Street, East Boston, Massachusetts  
 Bulson, Robert J., S/Sgt., Route 3, Troy, New York  
 Bumbicka, Joseph R., Capt., 1911-A Arsenal Street, St. Louis, Missouri  
 Bunker, Walter I., Lt. Col., 92 Whitney Street, Auburn, Maine  
 Buonomo, James, 1074 75th Street, Brooklyn, New York  
 Buonagurio, Michael N., 442 E. 117th Street, New York, New York  
 Bunce, James A., Jr., Capt., Statesboro, Georgia  
 Bunin, Solomon, 227 Ross Street, Brooklyn, New York  
 Bupp, Wilbert, 313 W. Stull Street, South Bend, Indiana  
 Burback, Emil, 1035 N.E. Going Street, Portland, Oregon  
 Burden, Charles S., Cpl., 6137 Hazelhatch Drive, Indianapolis, Indiana  
 Burford, Charles G., Route 1, Taylor, Arkansas  
 Burgo, Louis, 54 Carolina Street, Buffalo, New York  
 Burk, Elijah B., Cpl., 2916 King Street, Houston, Texas  
 Burk, William J., 104 Chilton Street, Talladega, Alabama  
 Burke, Herman, Pvt., 3662 Bainbridge Road, Cleveland Heights, Ohio  
 Burke, Herman, 310 East 19th Street, New York, New York  
 Burke, Joseph T., Cpl., 320 E. First, Corning, New York  
 Burke, John W., Cpl., 788 Alcoma Avenue, Sharon, Pennsylvania  
 Burke, Phillip E., 325 South Loomis Street, Chicago, Illinois  
 Burke, Richard M., 7 Brownell Avenue, Hartford, Connecticut  
 Burke, William, S/Sgt., Route 5, Greentree Road, Pittsburgh, Pennsylvania  
 Burks, Milo B., 8th & Mulberry, Kansas City, Missouri  
 Burkett, Blaine B., Timblin, Pennsylvania  
 Burkhart, Harold E., Route 1, Missouri Valley, Iowa  
 Burland, William T., Ronan, Montana  
 Burner, Lawrence F., 836 Bonifant Street, Silver Spring, Maryland  
 Burnett, Robert O., 521 E. Missouri Avenue, St. Joseph, Missouri  
 Burnett, William N., Jr., P.O. Box 681, Porterville, California  
 Burnette, Monnie C., 3511 Lakeshore Drive, Shreveport, Louisiana  
 Burnette, Leslie H., Route 1, Rocky Mount, North Carolina  
 Burns, Carl E., 712 City National Bank Bldg., Omaha 2, Nebraska  
 Burns, Earl A., 2631 Davenport Street, Omaha, Nebraska  
 Burns, Emmett L., Capt., 609 Lodi Street, Syracuse, New York  
 Burruss, Willie J., M/Sgt., Route 5, Terrell, Texas  
 Burris, Estle E., 1206 E. Chaffin Street, Sherman, Texas  
 Burroughs, Roy C., General Delivery, Winterville, Georgia  
 Burruss, George M., S/Sgt., 965 Adams Street, Denver, Colorado  
 Burt, Harry R., Jr., 918 Nashville Avenue, New Orleans, Louisiana  
 Burton, Glenn L., 1736 N. Van Ness, Hollywood, California  
 Burton, Isaiah F., Pvt., 7229 W. 58th Place, Summit, Illinois  
 Burton, James M., Leslie, Arkansas  
 Burton, Jesse M., Route 3, Reidsville, North Carolina  
 Burton, Loren O., S/Sgt., RFD, Fayette, Missouri  
 Burton, Oath, Route 1, New Franklin, Missouri  
 Burton, Robert E., Sgt., 3640 Bladensburg Road, Cottage City, Maryland  
 Bury, Anthony J., T/Sgt., 2723 Oliver Avenue, N. Minneapolis, Minnesota  
 Busby, Charles C., S/Sgt., Alba, Missouri  
 Bushby, John W., 748 Central Avenue, Westfield, New Jersey  
 Butler, John M., 1010 S. Main Street, Tifton, Georgia  
 Butler, Leroy A., State Street, Tremont, Pennsylvania  
 Butler, Richard J., 4514 Paul Street, Philadelphia, Pennsylvania  
 Butler, Robert L., Alamo, Tennessee  
 Butler, Walter E., Route 4, Ruston, Louisiana  
 Button, Luke L., Route 2, Shunute, Illinois  
 Butts, Charles A., 1834 S. W. 5th Avenue, Portland, Oregon  
 Buzelli, Louis A., 97 E. 23rd Street, Chicago Heights, Illinois  
 Buzza, Arthur, 3500 Bedford Road, Detroit, Michigan  
 Byers, Clifford L., Hereford, Colorado  
 Byers, John F., Custer, South Dakota  
 Bynum, Waylon B., General Delivery, Laird Hill, Texas  
 Byrd, Alton L., 2738 Greenwood Road, Shreveport, Louisiana  
 Byrd, E. A., Carmen, Oklahoma  
 Byrd, James H., Route 4, Hamilton, Alabama  
 Byrd, Wade, 626 N. W. 2nd Street, Miami, Florida  
 Ambrose, Charlie M., Sgt., 141 Loop Street, Bossier City, Louisiana  
 Byrne, John F., 46 Vine Street, Roxbury, Massachusetts  
 Byrnes, John, S/Sgt., Box 103, Columbus, Nebraska  
 Byrnes, Thomas A., 756 Laurel Avenue, St. Paul, Minnesota  
 Cabral, Lorphus P., Youngville, Louisiana  
 Cabral, Santos C., 520 E. Stuart Avenue, Redlands, California  
 Caddell, Thomas E., Troy Road, Carthage, North Carolina  
 Cadrin, Joseph L., Pic., 674 Howard Avenue, Bridgeport, Connecticut  
 Cagle, William D., Naples, North Carolina  
 Caillier, James E., 4410 N. Visscher Street, Tacoma, Washington  
 Calabrese, Frank A., Sgt., 5828 Cooper Avenue, Detroit 13, Michigan  
 Calabrese, Michael W., T/Sgt., Box 196, Glenfield, Pennsylvania  
 Calbert, Clifford G., M/Sgt., General Delivery, Taft, California  
 Calcote, J. P., Route 2, Louisville, Louisiana  
 Calderon, Calisto, 1323 18th Street, E. Moline, Illinois  
 Caldwell, Joseph S., 313 Cheyenne Street, Corpus Christi, Texas  
 Calgato, Richard R., Goodland, Itasca, Minnesota  
 Calkins, Robert S., 214 N. Adams, Peoria, Illinois  
 Call, Donald, Route 1, Granger, Indiana  
 Callahan, Cornelius J., 453 Taylor Avenue, Bronx, New York  
 Callanan, James E., 1849 Greene Street, Ogdensburg, New York  
 Callahan, R. J., 1314 Poplar Street, Greensburg, Pennsylvania  
 Callahan, Willie D., Route 1, Carthage, Mississippi  
 Callaway, Sylvan, South Adams Street, Oblong, Illinois  
 Callaway, Wallis W., Capt., 1228 Henderson Street, Arcadelphia, Arkansas  
 Callender, Harry L., Sgt., 302 King Street, Northumberland, Pennsylvania  
 Calloway, James E., Box 54, Franklin, North Carolina  
 Calloway, Sidney C., 4 Key Street, Montgomery, Alabama  
 Caltaki, Nicholas A., 8 Monticello Street, Providence, Rhode Island  
 Calton, Virgil E., Keokee, Virginia  
 Galvitt, James L., 607 W. 37th Street, Savannah, Georgia

Camardella, Pietro J., 414 E. Manlins Street, DeWitt, New York  
 Campbell, Calvin L., Rose Hill, Virginia  
 Cameron, Angus, 1027 North Jackson Street, Helena, Montana  
 Cameron, Walter, 528 N. Redington Street, Hanford, California  
 Camp, Jesse L., Whitney, Texas  
 Campbell, George T., 3131 95th Street, Jackson Heights, L. I., New York  
 Campbell, Herbert H., Jr., 22-B Carothers Avenue, Turtle Creek, Pennsylvania  
 Campbell, Otto H., Route 2, Milton, Florida  
 Campbell, Oswald R., Route 2, Milton, Florida  
 Campbell, Paul R., 528 McGee Avenue, Patton, Pennsylvania  
 Campbell, Robert E., Okenogan, Washington  
 Campbell, Robert W., Cpl., 1013 N. 7th Street, Garden City, Kansas  
 Campbell, William A., 37 Avon Street, Somerville, Massachusetts  
 Campbell, Walter D., LaCross, Washington  
 Campbell, Ybur G., Route 9, Box 383-A, San Antonio, Texas  
 Campolo, Dominic J., Temple, Arizona  
 Campeon, Robert, 418 47th Street, Brooklyn, New York  
 Candell, Brannon, Route 1, Homer, Georgia  
 Cangro, Bernard J., 121 East Street, Walton, New York  
 Cannetti, Domenick, 1338 Franklin Avenue, New York, New York  
 Cannon, John C., Route 4, Cleveland, Georgia  
 Cannon, Morris A., 114 Constitution Avenue, Clairton, Pennsylvania  
 Cannon, Thomas M., Jr., 6821 1st Avenue, N., Birmingham, Alabama  
 Cannon, William C., 2035 N. E Street, Elwood, Indiana  
 Cantor, Leon, 2100 Wallace Avenue, New York, New York  
 Cantwell, Lawrence, 220 46th Street, Union City, New Jersey  
 Canzanella, Thomas, 2852 31st Street, Astoria, L. I., New York  
 Capizzi, Thomas F., 904 Allerton Avenue, Bronx, New York  
 Caplan, Aaron, 1640 E. 76th Street, Chicago, Illinois  
 Caplan, Herbert, 15 Plymouth Street, West Hempstead, L. I., New York  
 Caplan, Norman, 27 N. Ann Street, Little Falls, New York  
 Capo, Joseph A., 407 3rd Avenue, New Brighton, Pennsylvania  
 Capps, Ralph N., Route 1, Zirconia, North Carolina  
 Capuano, Frank G., 5 Hull Street, Boston, Massachusetts  
 Caputo, Anthony, 144 Lorimer Street, Brooklyn, New York  
 Carallo, Luigi, 1st Lt., 306 1/2 Seymour Street, Jackson, Michigan  
 Cardelli, Pat J., Pic., 4984 1/2 Thompson Street, Philadelphia, Pennsylvania  
 Carden, John E., 1010 17th Street, N.E., Washington, D. C.  
 Cardinal, Oliver J., 18434 Fenton, Detroit, Michigan  
 Cardinello, Rocco L., 1481 West Erie Street, Chicago, Illinois  
 Cardon, Seth D., S/Sgt., Mexico City, Mexico  
 Cardwell, Thomas J. M., 366 W. DuVal Street, Philadelphia, Pennsylvania  
 Carey, John P., Sgt., 1808 East Lake Bluff, Milwaukee, Wisconsin  
 Cargill, Lawrence E., Tabor, Iowa  
 Carl, William H., Cpl., 310 Empiro, Mt. Pelier, Ohio  
 Carlberg, Bertel E., 1st Lt., 1023 North Colony Road, Meriden, Connecticut  
 Carlo, Julius R., 803 Holt Street, Norfolk, Virginia  
 Carlotta, Salvatore N., S/Sgt., 7 Hatward Street, East Orange, New Jersey  
 Carls, Ernest C., 132 Sabin Street, Sycamore, Illinois  
 Carlson, Carl G. S., T/Sgt., 2906 Crescent Street, Long Island City, New York  
 Carlson, Donald E., S/Sgt., 5841 N. Manton Avenue, Chicago, Illinois  
 Carlson, Helmer B., Pic., 30-13 Fourth-Second Street, Astoria, L. I., New York  
 Carlson, Joseph A., T/Sgt., 1453 N.E. 1st Street, Miami, Florida  
 Carns, Franklin F. T., Sgt., Route 1, Ligonier, Pennsylvania  
 Carlson, Edwin L., 315 Ann Street, McKeesport, Pennsylvania  
 Carlson, Max L., 7054 S. Winchester Avenue, Chicago, Illinois  
 Carlson, Clyde W., South Cecil Street, Lexington, North Carolina  
 Carlucci, Albert M., 963 Home Street, New York, New York  
 Carmack, Matt, Appaiachia, Virginia  
 Carman, A. B., Chickasha, Oklahoma  
 Carmony, Warren E., 2nd Lt., Manila, Indiana  
 Carneal, Robert B., General Delivery, Helmet, Virginia  
 Carnell, William F., 128 E. Wyoming Avenue, Philadelphia, Pennsylvania  
 Carney, Edward F., Pic., 195 Emerson Street, Bristol, Massachusetts  
 Carney, Edward J., 190 Bellingham Avenue, Revere, Massachusetts  
 Caroon, Kenneth C., Route 1, Pine City, Minnesota  
 Carosella, Nicholas J., Sgt., 232 E. 150th Street, New York City, New York  
 Carpente, Dale H., S/Sgt., 119 N. Commerce Street, Russellville, Arkansas  
 Carpenter, H. C., Russellville, Arkansas  
 Carpenter, Lyle P., 504 Sagola Avenue, Iron Mt., Michigan  
 Carpenter, Mark R., Butterfield, Arkansas  
 Carpenter, William W., Jr., 1st Lt., 124 Edgewood Avenue, Columbia, Missouri  
 Carr, C. A., 4705 Broadway, Indianapolis, Indiana  
 Carr, George V., Route 2, Gravette, Arkansas  
 Carr, William A., M/Sgt., 2807 Samford Street, Shreveport, Louisiana  
 Carr, William A., Route 1, Clearfield, Pennsylvania  
 Carr, Wilton F., Box 31, Lumberton, North Carolina  
 Carrigan, Charles G., 221 Sweden Street, Berlin, New Hampshire  
 Carrigan, Rolland H., 3 Central Street, St. Johnsbury, Vermont  
 Carrington, Robert N., Route 3, Marquez, Texas  
 Carroll, Edward P., 78 Wentfield Avenue, Jersey City, New Jersey  
 Carroll, John F., 43 Third Street, Taunton, Massachusetts  
 Carroll, Thomas A., 721 Hurlburt Street, Peoria, Illinois  
 Carroll, Vincent C., 1109 Taylor Street, Chicago, Illinois  
 Carroll, William F., 338 Orange Street, New Haven, Connecticut  
 Canan, Samuel, 103 Dorchester Street, Worcester, Massachusetts  
 Carrow, Ross, Sgt., Box 342, Green River, Wyoming  
 Carson, Herbert D., Jr., Lillington, North Carolina  
 Carson, John B., Route 6, Highland Park, Tennessee  
 Carson, Joseph, 231 Norfolk Street, Cambridge, Massachusetts  
 Carstens, John H., 4409 Hudson Avenue, Union City, New Jersey  
 Carter, Bernice R., Pic., General Delivery, Many, Louisiana  
 Carter, Charles M., 506 N. Dewitt, Bay City, Michigan  
 Carter, Charles T., 510 W. 7th Street, Seymour, Indiana  
 Carter, Elwin, Greenville, Maine  
 Carter, Joel J., 643 South 6th Street, San Jose, California  
 Carter, Julius M., Rosetta, Mississippi  
 Carter, R. B., Bostwick, Georgia  
 Carter, Shirley, Dexter, Maine  
 Carter, Warner B., Route 1, Bishop, Georgia  
 Cartright, Henry A., 1521 1/2 E. Main Street, Merrill, Wisconsin  
 Carthy, Herbert E., 1755 S. 65th Street, Philadelphia, Pennsylvania  
 Carver, Dale W., Pic., 1035 Hillsdale Avenue, Loraine, Ohio

Pelt -

Downes, Robert J., 948 Cedar Street, Camden, New Jersey  
 Downey, John J., III, 58 Prospect Street, Jersey City, New Jersey  
 Downing, Louis A., Cpl., 10 S. Norfolk, Tulsa, Oklahoma  
 Downing, John A., Jr., Road 5, New Castle, Pennsylvania  
 Doxey, Ralph A., 242 Costar Street, Westbury, L. I., New York  
 Doyle, Jesse L., 400 N. Hightower, Altha, Oklahoma  
 Doyle, Joe G., Route 9, Daleville, Indiana  
 Draa, Clyde C., Youngstown, Ohio  
 Drabick, Paul A., Route 5, Johnson Avenue, Mt. Vernon, Ohio  
 Drain, James A., T/Sgt., 5310 Walnut Street, Philadelphia, Pennsylvania  
 Drake, Dudley D., Lt., Route 1, Box 778, Fort Worth, Texas  
 Drake, Eugene, Pfc., 323 Bentley Street, Pacific Grove, California  
 Draughon, Henry P., Box 86, Geneva, Alabama  
 Dray, A. O., P. O. Box 231, Banning, California  
 Dregne, Bernard C., 524 Independence Street, Viroqua, Wisconsin  
 Drennan, Julian E., Route 2, Box 129, Kilgore, Texas  
 Drennan, Wendell M., Cpl., Route 2, Repton, Kentucky  
 Drescher, Charles J., 1942 Demphle Avenue, Dayton, Ohio  
 Dressler, Ted W., El Campo, Texas  
 Drettwan, George P., S/Sgt., Route 2, Box 437, Antigo, Wisconsin  
 Drew, Hubert S., 5304 Wayne Avenue, Philadelphia, Pennsylvania  
 Drewiske, John, Box 201, Ft. Benton, Montana  
 Driver, Donald M., Route 5, Hico, Texas  
 Dropek, Kenneth S., 1127 Union Street, Marseilles, Illinois  
 Drozdak, Mazron A., 226 Franklin Street, Shamokin, Pennsylvania  
 Druitt, Charles W., 31 Lucerne Park, Asheville, North Carolina  
 Drumel, William E., 5719 Southern Blvd., Youngstown, Ohio  
 Drummond, Thomas J., Jr., General Delivery, Start, Louisiana  
 Dryer, Albert, 2014 Eastern Avenue, Cincinnati, Ohio  
 Dryer, John A., 2nd Lt., 6000 Park Avenue, Kansas City, Missouri  
 Duarte, Jose J., Benson, Arizona  
 Dubina, Phillip, Cpl., 353 Bergen Street, Newark, New Jersey  
 DuBose, Fred A., Route 1, Florien, Louisiana  
 DuBose, John C., 242 E. Eagle Street, New Orleans, Louisiana  
 Dubowsky, Robert, 1st Lt., 165 Evelyn Road, Mineola, New York  
 Dubrock, John W., S/Sgt., 230 Ogden Street, Marinette, Wisconsin  
 Duckworth, Grady C., Sgt., 48 Crarey Avenue, Mt. Vernon, New York  
 Ducote, Clarence J., P.O. Box 174, Cottonport, Louisiana  
 Ducote, Harry C., Route 1, Summesport, Louisiana  
 Dudek, Joseph M., F/O, 16 Charles Street, Chicopee Falls, Massachusetts  
 Dudeck, John, Main Street, Brockton, Pennsylvania  
 Duerksen, Oliver E., 1st Lt., 803 W. Chestnut Street, Robinson, Illinois  
 Dufault, George A., Box 55, Spencer, Massachusetts  
 Duffy, John P., Pfc., 856 Broadway Street, Boston, Massachusetts  
 Dufour, Ralph S., 1509 Hearst Avenue, Berkeley, California  
 Dugan, Charles H., 736 Whittington Avenue, Hot Springs, Arkansas  
 Dugger, Frank R., 2737 37th Place, Highland, Indiana  
 Dugger, J. R., Route 1, Percilla, Texas  
 Dugid, Robert, III, S/Sgt., Palm Harbour, Florida  
 Dugler, Carl F., 1st Lt., 532 E. Colliary Avenue, Tower City, Pennsylvania  
 Duigan, George E., 131 South Street, Waterbury, Connecticut  
 Duke, Benjamin L., General Delivery, Clanton, Alabama  
 Duke, Bing F., General Delivery, Elmore, Alabama  
 Dull, Cecil O., 218 East 1st, North, Rexburg, Idaho  
 Dumke, Herman E., Pvt., 145 Samuel Street, Elyria, Ohio  
 Dunagan, Felix, S/Sgt., Box 285, Augusta, Arkansas  
 Dunajecz, Hugo, Jr., 761 E. 12nd Street, Bronx, New York  
 Dunaway, J. H., Box 125, Reedsport, Oregon  
 Duncan, Burde A., Jr., S/Sgt., 7th & Duka Streets, Northumberland, Pa.  
 Duncan, Carter, Sgt., 513 N. 3rd Street, Grants Pass, Oregon  
 Duncan, Charles, 616 Cliff Street, Bellevue, Pittsburgh, Pennsylvania  
 Duncan, Charles W., 2931 White Avenue, Fresno, California  
 Duncan, Donald C., 1312 Oakhill Avenue, Youngstown, Ohio  
 Duncan, Ferdie L., Route 1, Mansfield, Illinois  
 Duncan, John E., 424 N. McKinley Avenue, Muncie, Indiana  
 Duncan, Joseph B., Route 2, Canonsburg, Pennsylvania  
 Duncan, Manuel J., 209 1/2 Maynard, Santa Fe, New Mexico  
 Duncan, Robert E., Route 1, Saucier, Mississippi  
 Dunigan, Harry C., 1235 E. 23rd Avenue, Columbus, Ohio  
 Dunkin, James L., Jr., 2 Morris Street, Danbury, Connecticut  
 Dunlap, Robert L., S/Sgt., 207 N. Waco Street, Hillsboro, Texas  
 Dunlop, Walter E., 3262 McClintock Street, Seattle, Washington  
 Dunmire, George L., Cpl., 438 Broadway, Pitcairn, Pennsylvania  
 Dunn, Edward K., 423 E. 78th Street, New York, New York  
 Dunn, Orvel L., Cpl., Route 1, Box 86, Delano, California  
 Dupal, John M., Jr., Route 2, Leeburg, Pennsylvania  
 Duquette, George T., 3715 Wayburn, Detroit, Michigan  
 Durand, Bert H., Route 1, Flowery Branch, Georgia  
 Durand, Frederick W., Box 491, Gile, Wisconsin  
 Durant, Wesley, General Delivery, Bennington, Oklahoma  
 Durham, Harry A., Capt., Polson, Montana  
 Durham, John T., 1416 E. 7th Street, Tucson, Arizona  
 Durkee, Harland E., Goodale Street, Peabody, Massachusetts  
 Durmer, Roy M., Myrtle Street, Ashland, Massachusetts  
 Durrett, John J., 316 Williams Avenue, Cumberland, Maryland  
 Durst, Harry R., 641 N. Russell Street, Portland, Oregon  
 Dusha, George W., 210 Hyde Park, Waukesha, Wisconsin  
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 Duster, J. A., 613 3rd Avenue, S.E., Le Mars, Iowa  
 Duster, William, 1st Sgt., 2902 Cottage Grove, Des Moines, Iowa  
 Duszynski, Paul, 13232 Baltimore Avenue, Chicago 33, Illinois  
 Dutton, James E., 619 Goodson Street, Bristol, Virginia  
 Duyser, Donald M., 1615 Lay Blvd., Kalamazoo, Michigan  
 Duvic, Maurice V., 5760 Louis XIV Street, New Orleans, Louisiana  
 Dwyer, Ellsworth B., Route 3, Bristol, Vermont  
 Dwyer, John E., 4042 Spruce Street, Philadelphia, Pennsylvania  
 Dye, Asa W., Jr., 8344 Frankstown Avenue, Pittsburgh, Pennsylvania  
 Dye, Gorman E., Jr., S/Sgt., Route 1, Ava, Missouri  
 Dye, Norman L., Hickory Flat, Mississippi  
 Dye, John H., Cpl., Route 1, Adamsville, Alabama  
 Dye, William J., Cpl., 5914 Clayton Avenue, St. Louis, Missouri  
 Dyer, Edward, 615 Raymond Avenue, St. Paul 4, Minnesota  
 Dykiel, Edward W., 1224 W. 49th Place, Chicago, Illinois

Dzwonkowski, Henry J., 1732 E. 39th Street, Cleveland, Ohio  
 Dzenowagis, William J., T/Sgt., 112 Buerrill Avenue, Bridgewater, Mass.  
 Eads, Harland W., 4th Street, Fulton, Illinois  
 Eades, W. M., 309 Lyndale Avenue, N. Minneapolis, Minnesota  
 Eagan, John W., 212 S. Ward, Compton, California  
 Eagan, Troy J., General Delivery, Converse, Louisiana  
 Earls, Floyd, Lilbourn, Missouri  
 Earles, Joseph C., T/Sgt., Route 1, Murfreesboro, Tennessee  
 Early, Edward W., Hillsville, Virginia  
 Early, William, 1063 Arkadelphia Road, Birmingham, Alabama  
 Eason, Ernest E., Van Horn, Texas  
 Easters, Robert D., Elba, Alabama  
 Eatmon, James T., 115 North Mills Street, Orlando, Florida  
 Eaton, Rodney V., 432 Grant Avenue, Route 8, Erie, Pennsylvania  
 Ebel, Henry G., Cpl., 115 Washington Avenue, Lawrence, L. I., New York  
 Ebler, Joseph A., Lt., 25 Napoleon Street, Newark, New Jersey  
 Eberhard, Jack W., Snyder, Nebraska  
 Eberhardt, John W., 329 Willington Street, Atlanta, Georgia  
 Eberly, Eugene S., Route 1, Red Lion, Pennsylvania  
 Eberst, Paul, 2290 Fairfield Avenue, Bridgeport, Connecticut  
 Eccleston, Charles R., 318 Fifth Avenue, Pelham, New York  
 Echt, Bernard, S/Sgt., 8121 Colfax Avenue, Chicago, Illinois  
 Eckler, George W., 1033 Center Street, Mahanoy City, Pennsylvania  
 Eckenroth, Harry, High Street, Bellefont, Pennsylvania  
 Eckenroth, John R., Bush Arcade Apts., Bellefonte, Pennsylvania  
 Eckwall, M. L., 132 Lake Street, Chadron, Nebraska  
 Economaki, George C., T/Sgt., 232 N. Walnut Street, Ridgewood, New Jersey  
 Eddings, Robert H., General Delivery, Westmoreland, Tennessee  
 Ede, Everett D., 516 S.W. 13th Avenue, Portland, Oregon  
 Edelen, George J., S/Sgt., Route 3, Box 234, Valley Station, Kentucky  
 Edelman, Alfred, Sgt., 1916 17th Street, N. W., Washington, D. C.  
 Edelman, Alfred W., 70 E. 96th Street, New York 28, New York  
 Edelstein, Joseph L., 244 Summer Street, Somerville, Massachusetts  
 Edgerly, Samuel S., 310 12th Street, Port Arthur, Texas  
 Edgerton, Eugene C., Route 1, South Coventry, Connecticut  
 Edkins, W. D., 311 McMillen Street, Johnstown, Pennsylvania  
 Edmiston, Grover A., 5143 Cates Avenue, St. Louis, Missouri  
 Edmiston, Robert B., Route 1, Cumberland, Maryland  
 Edmonds, Paul J., Route 3, Newport, Tennessee  
 Edmonson, Roger W., Route 2, Avery, Texas  
 Edmonds, Thomas J., 711 E. Church Street, Monroe, Georgia  
 Edson, David, 200 Weed Street, Stamford, Connecticut  
 Edward, Allen C., Route 2, Snow Hill, North Carolina  
 Edwards, Frank, Trafalgar, Indiana  
 Edwards, Glenn G., Pfc., Route 2, Box 20, Northeast, Maryland  
 Edwards, Howey V., Route 4, Box 248, Fort Collins Colorado  
 Edwards, Isaac C., Jr., Snow Hill, North Carolina  
 Edwards, James H., 1116 Fannin Street, Houston, Texas  
 Edwards, John R., 1015 Washington Street, Hoboken, New Jersey  
 Edward, John R., Lt., Box 511, Anson, Texas  
 Edwards, Norman R., Washington Grove, Maryland  
 Edwards, Richard J., Route 1, Homestead, Florida  
 Edwards, William N., Kingston, West Virginia  
 Effinwell, Claude V., Box 235, Lusk, Wyoming  
 Egerland, Arnold V., Route 1, Spring City, Pennsylvania  
 Eggen, Clayton A., Orfordville, Wisconsin  
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where said to be  
 not right to  
 not right to  
 crew chief of over plane who had  
 mechanics and management men  
 He was a master Sergeant (which is a civilian life)  
 He was down standing in  
 he had stand toward my side  
 He was a master Sergeant (which is a civilian life)  
 He was down standing in  
 he had stand toward my side

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*morgan was in the tent*  
*nearby was in the nose tent*

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*Wally was more trusted former on all of our missions. He did his job with quiet distinction. Make Whalen*

Radio - Jumper - Traded off  
between radio and top turret

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