

09-RF-31460

388th BOMB GROUP



FORTRESS FOR FREEDOM

SKIPPER AND THE KIDS

LADY GODIVA

G. I. JANE

AQUILA

NASTIE NELLIE

REVEL'S REVENGE

WITCHESPEAT
LINDY
HI FEVRE
JAKES JERKS

SHY ANN
HAUGHTY HEZY
EIGHT BALL
BABY DEAR MOM
ASTHMA
LITTLE SQUIRT

FOURTH TERM
GLORY GIRL II
QUEEN OF HEARTS
HULCHERS
MISS LACE

MARYS SISTER
SECOND CHANCE

WINGED FURY
VULCHERS
OLD "66"
EASY DOES IT

PUNCHIN JUDY

BLITZEN BETSY

FLAK SUIT

TENDER COMRADE
PATTY JO

JAMAICA GINGER

HEAVENS ABOVE

GREMLIN HIDEOUT

SHOOT THE WORKS

JUST JOYCE

MIDGE

CICERO KID

STAR DUST

SNAFU

BELL OF THE BRAWL

LIL HOMESICK ANGEL
JONSEY
SLAVES DREAM
ICKY POO

MIGS MA
RUBBER

SWEET LORRAINE
DEVILS LUCK

DEAR MOM II
SUPERMOUSE
LITTLE JOE
OLD FAITHFUL
GIRL OF MY DREAMS
READY MAID

PAULA SUE
ANGELS DREAM

ACK HAPPY

MISS MAC
WOLF PAC
SECOND CHANCE
LIL' ONE
CLASSY CHASSY
SMOKEY OUR LOVE
UMBRIAGO
HER HIGHNESS
SHACK JOB
TAKE IT EASY
MORNING MALE
WAILUKI MAUI
JOHO'S JOKERS
PATTY
MARY ELLEN
NETTE QUEEN
LUCY POO
JERIANNE
RED DARLING
GREMLIN GUS
JOHNNIE
CHARLEEN
BEADLES BUG
TOM PAINE
MY DEVOTION
FLYING CRUTCH
SIoux CITY QUEEN
SONDRA KAY
NOBODY LOVES ME
VIRGIN ON THE VERT
CUTIE ON DUT
HECK WILLIE
HOMESICK ANGEL
LITTLE JOE, JR.
VENI VIDI VICI
MILLIE K
MY TRUE LOVE
FOREVER AMBER
CAPTAIN JOE
BORROWED TIME
WORRY BIRD
HOLY SMOKES
DOLL
SUSAN KAY
QUARTERBACK
DOLL
HOLY SMOKES
WORRY BIRD
BORROWED TIME
CAPTAIN JOE
TIGER GIRL
BETTY ANN
INSIDE MAN
ANGEL
GALLOPIN YO YO
LITTLE LASS
LITTLE BOY BLUE
MISTER YANK II
MISS MAC

The
History
Of The
388th Bomb Group



NEWSFOTO PUBLISHING COMPANY
San Angelo, Texas

FOREWORD

This is the story of an American Air Base in England. It is the story of how and where some six thousand Air Corps men spent a portion of their Army career. Most of those men will recall with fond memories many of their experiences in and around Knettishall, and it is the purpose of this book to touch on some of the more important events which took place.

Many of the best stories have never been and never will be written, for those are the stories of each individual, of his hardships and troubles, of his enjoyments and achievements. Throughout life each man will recall his stay at Knettishall, sometimes with a smile, sometimes not.

It is sincerely hoped that this book will furnish the link between today and then to remind each one of what he went through and of those with whom he lived.

It is deeply regretted that more stories and pictures were not available, but no excuse is given for the ones published, and this book is presented not with the idea of one person's story or picture, but rather with idea of persons and stories in general.

Dedication

To the men of the 388th Bomb Group who gallantly gave their lives in the rendering of patriotic duties to their country, this book is reverently dedicated by those who have remained to see the fruition of their sacrifices.



THUMB-NAIL HISTORY

(From Activation To V-J Day)

The 388th Bomb Group was activated at Gowen Field, Boise Idaho. Only 42 Officers and 226 Enlisted Men were assigned to the Group at that time, and on the 4th of February, those men left for Wendover Field, Utah. The train left at 1800 hours after a send-off by the post band. Although the trip by air was less than one hour, the trip by train took 22 hours. Of course the coaches were the very oldest type with gas lights and no sleeping provisions or messing facilities. When the Group arrived at Wendover Field everybody was tired, hungry, and dirty.

That was the first of a series of jumps and moves to be made by the Group, and no one of the men on the train could foresee the future. But everyone knew that things were finally being done, and possibly it would not be too long until they were in the war and actually seeing combat.

At Wendover Field the Group began to take on the aspects of an organization. Daily, men were assigned to the Group and given definite duties. Staff members attended a staff school in Washington where they received an outline of things to come.

In March the combat crews began to arrive and an intensive training program was started. Each crew had to meet all requirements of the 2nd Air Force in a short allotted time. The first crews were the flight leaders and had two months training at Wendover. By the second week of April the Group had 36 combat crews in training. In addition to the full quota of crews the ground echelon had been assigned almost a full complement and all men were in training.

Col. David inaugurated a grading system whereby every man of the Group received a grade or rate for efficiency and training on his particular job. In addition Col. David was insistent that men be in perfect physical condition. As a result exercises were taken twice each day and usually led by the Col. himself.

On the first two days of May, 1943, the 388th Bomb Group started for Sioux City, Iowa. Most of the Group went by train as only nine planes were assigned. Pilots and co-pilots remained behind to complete their flying training.

It was during the last days of training at Wendover Field that the Group lost its first crew. A crash landing at Pocatella, Idaho, was made and several men were killed. But the training went on with added impetus and one less airplane.

On May 10th, the remaining personnel of the Group flew to Sioux City. Two planes remained behind, however, (due to engine trouble), to follow the next day.

Sioux City was paradise compared to Wendover. Paved streets, clean barracks with inside plumbing, and close to a large town. Everyone knew it was only one month until they went overseas so the most was made of that short time. Fellows lived in town with their wives, and everyone went to town as often as possible. However, it was not all play for there was lots to be done. Each crew was given a brand new B-17. Final checks had to be made on all planes, 25 hour tests, oil and gas consumption tests, overwater equipment installed, and many other things.

The last week of May saw 35 planes fly to McCord Field, Washington for maneuvers. There three missions were flown with the greatest amount of success, and the Group was pronounced ready. The crews made quick trips back to Sioux City to take their overseas furloughs and leaves.

On June 8, 1943, the first squadron flew to Salina, Kansas for final check. Approximately 400 officers and enlisted men were in the air echelon which went to Salina. The rest of the Group left

Sioux City June 12th for Camp Kilmer, New Jersey, where they spent three weeks listening to lectures and going to New York.

Col. David had left the 1st of June with his staff to act as advance party. He took his Operations Officer, Bombardier, Navigator, Flight Surgeon, and Communications Officer. Major Satterwhite flew the second staff plane with other staff members. Thus, with a staff plane for each squadron, a total of 41 planes made up the air echelon of the 388th Bomb Group.

The first planes to arrive in England stayed with the 96th Bomb Group at Snetterton Heath until the 23rd of June when Knettishall was officially inhabited by the 388th Bomb Group. 17 crews landed on that day. In the days to follow others arrived strung out to the 12th of July. The crews had flown either direct from Gander Field, Newfoundland or by way of Greenland and Iceland. Most planes landed at Prestwick, Scotland.

On July 8th the ground echelon arrived early in the morning. As living quarters had not been completed the entire ground echelon lived in tents for several months; but that was really no hardship as each person was so busy he had no time to worry about living conditions.

Then, for two years the 388th proceeded to aid in fighting the war in Europe. The many troubles and events cannot be written, but only remembered by each individual. Hundreds of pages of history could be written on that one little group and no attempt is made here to go into such detail. The pictures which follow bring out the more outstanding events, but only scratch the surface of life at Knettishall. If you can imagine a village of 2500 to 3000 people starting from almost nothing and ending with the finest city possible you can imagine our base. Consider the building of roads, of remodeling houses, heating, lighting, telephones, government, repair shops for planes, cars, and equipment, highly technical propeller shops, sheet metal shops with the finest equipment, schools, and hospitals; if you can visualize that, then you know how we lived—then, and in the complexities of combat fighting—which the average person cannot possibly understand—that was our life at Knettishall for two years.

Finally, on June 9, 1945, the first airplane took off for the United States. Many individuals had already been to the States and returned, but this plane's flight was breaking the ground for a Group movement. Then, a few days later 14 planes took off, then 31, then 15, then 10, then on July 5th Col. Cox took off in the last airplane and there were no planes on the field. A total of 72 planes successfully flew to Bradley Field, Connecticut.

Only the ground echelon remained, but not for long. In July the ground echelon left Knettishall to board a ship and sail for home. A handful of American soldiers remained at Knettishall to close up business. No more planes were flying, weeds were growing around the barracks, and the air was still over the base—the Americans had left.

In the United States everyone got leaves and furloughs before reporting to Sioux Falls, S. D. for redeployment to the Pacific. But the Japs had given up and the Army Air Forces no longer needed the 388th Bomb Group. Many did not go to Sioux Falls, and the Group was no longer an organization. Some were separated, and some stayed in the army.

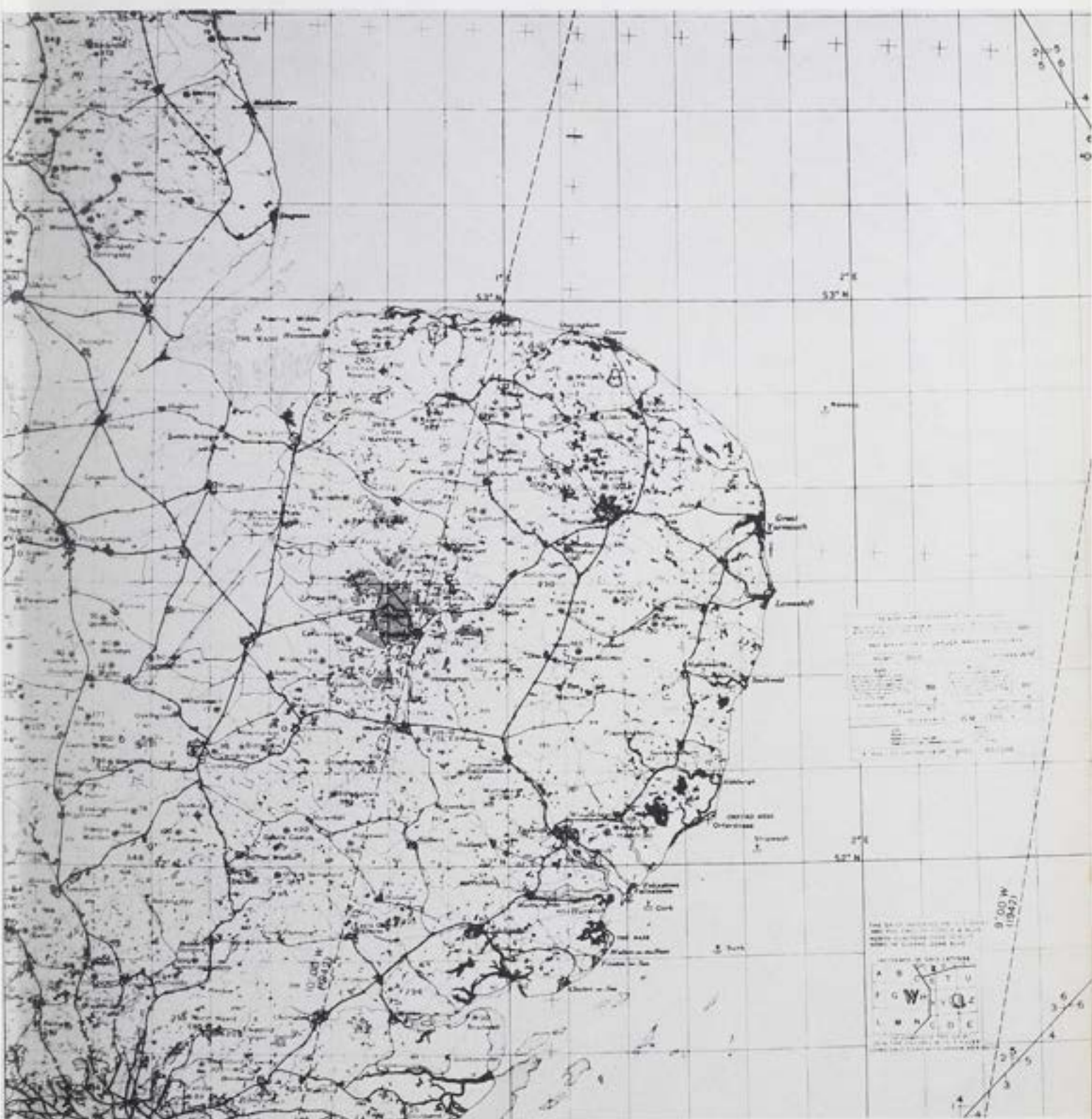
Throughout, reference has been made to the 388th Bomb Group but this reference includes all the organizations at Knettishall—

29th Station Complement
214th Finance Detachment
587th Postal Unit
877 Chemical Company
1211th Quartermaster Company
1284th Military Police Company
1751st Ordnance Supply and Maintenance Co.

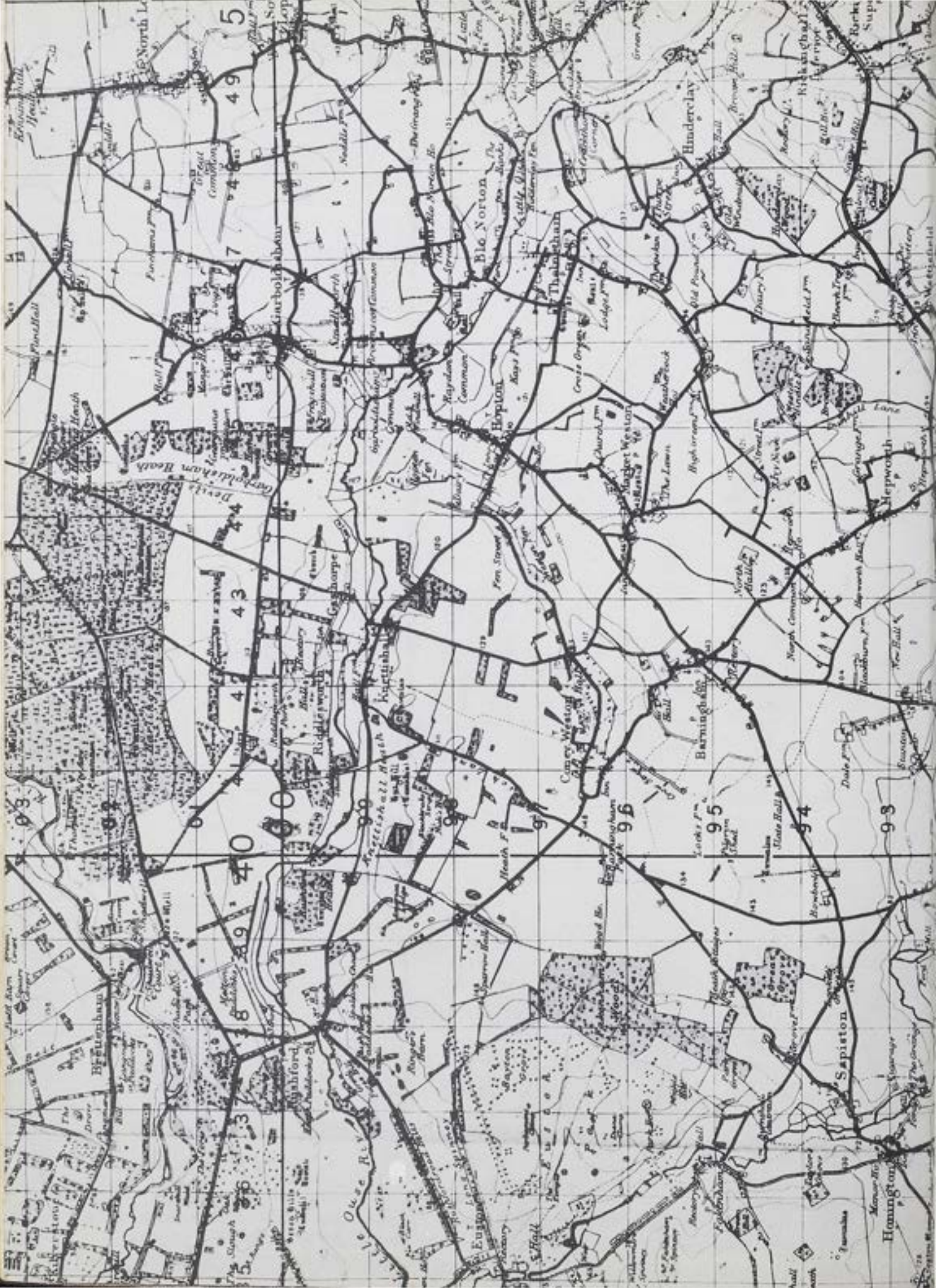
2019th Engineering and Fire Fighting Platoon
452nd Sub Depot
434th Air Service Group
434th Headquarters Squadron
860th Squadron
684th Squadron
273rd Medical Dispensary

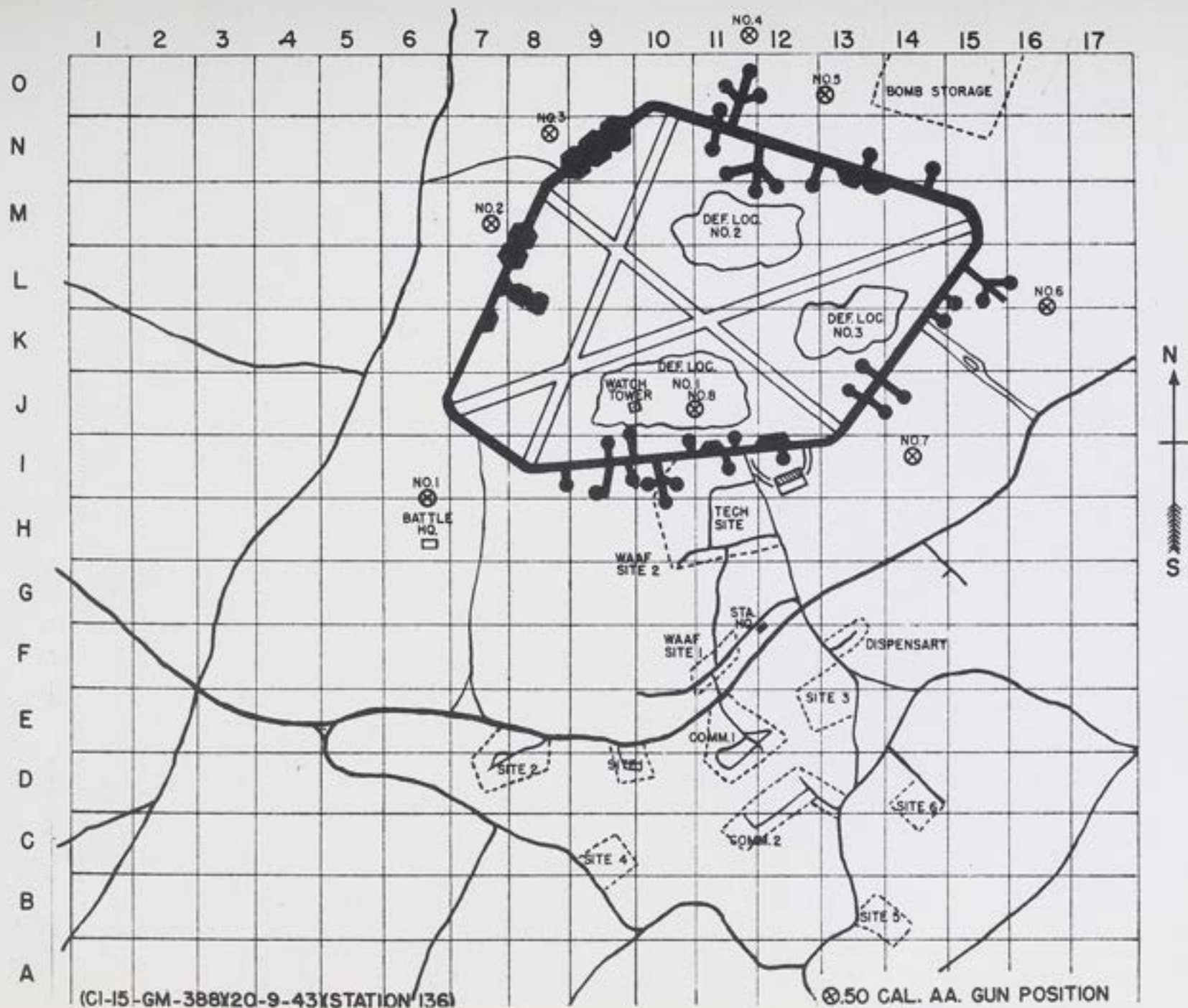
These units along with the four squadrons and headquarters of the 388th Bomb Group are what made the history for the 388th Bomb Group (H).

SECTION I
STATION 136
KNETTISHALL, ENGLAND



Maps showing adjacent country (above), and immediately surrounding territory (next page).





(CI-15-GM-388X20-9-43) STATION 1361



Station 136 was dispersed over a large area for defense reasons. It was believed that no great amount of damage could be done by bombing if such dispersal was carried out. During the day most of the personnel were employed around the flying field. The technical sites were adjoining the perimeter track, and, of course, all airplane engineering was around the perimeter. In addition, Headquarters was close to the landing field.

Each bomb squadron had separate living sites, as did other large squadrons assigned to Station 136. The Number One Communal Site included both EM mess and all EM clubs, and the PX. The Number Two Communal Site included the officers' mess, officers' club, Quartermaster, theater, combat crew library, library and gymnasium. A careful study of the photographs will show a complete description of the station's dispersal.



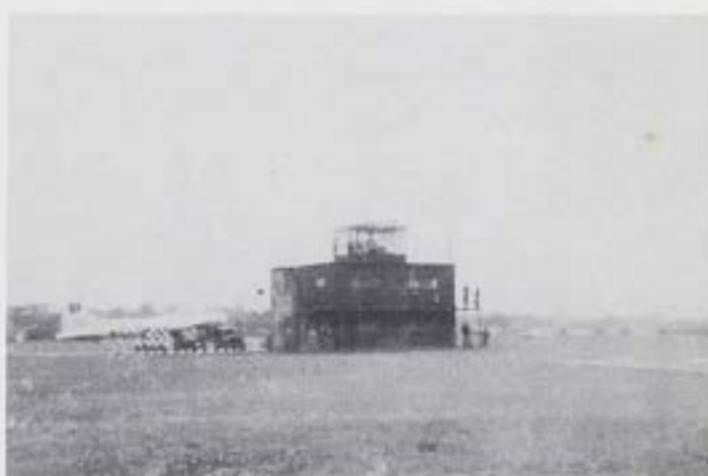
Headquarters Building



"KN" for Knettishall



Hangar No. 1



Flying Control

STATION 136

KNETTISHALL AIRDROME

The indoctrination booklet, "A Handbook For New Arrivals," is reproduced on the next four pages.

Foreword

This booklet has been issued to help you become familiar with the 388th Bombardment Group—your new home. We should like to feel, however, that it is more than just a book of "Do's and Don'ts". And when you've finished reading it, we know that you will take as much pride in the accomplishments of your new Group and its facilities, and feel, as we do, that you are now a member of one of the best, if not the very best, Heavy Bomb Groups in the United States. We speak with the background of almost two years of fighting, working, and playing together—and the lessons learned in well over 250 operational missions against the enemy.

In the few hundred words allotted to us, we can only touch upon the highlights—on what has been an interesting, exciting, and unforgettable experience in all our lives.

It was on a pleasant summer day in July 1943 (yes, the summer can be very pleasant in England!) that the ground echelon arrived at this base, following our advanced party. Within two weeks after settling down here, all our crews having landed from the flight across the North Atlantic, we were set for operations. Two weeks later, we flew our first mission on the 17th, to Antwerp. Our missions from that day to this have included trips to Norway, Russia, Italy, North Africa, and, of course, to our favorite bombing range, Germany. The Presidential Citation which you are entitled to wear as long as you remain a member of the 388th was earned by the Group for its part in the shuttle missions to North Africa, bombing the Messerschmitt Plant at Regensburg on the way. Of the 60 aircraft lost by the Eighth Air Force on that August 17th, 1943, the 388th lost one plane, but its crew was picked up out of the Mediterranean, wet, but unharmed.

We have borne our brunt of attacks by the enemy and have had our losses, which is inevitable, but we boast of an enviable record in the few crews missing in the mission flows. Our total of a/c destroyed exceeds, by far, the score against us, and it was eliminated last May 1944 when, in our attack against the synthetic oil plant at Brux, the 388th alone was credited with destroying 30 enemy aircraft for the loss of only one B-24 crew, subsequently reported P/W's in Germany (and don't underestimate the present strength of the Luftwaffe. It still packs a nasty wallop or two—but you'll get more of this from your Gunnery Officers and the S-2's.).

The distinct honor of leading the Eighth Air Force heavies over the beaches of Normandy on D-Day fell to our young CO, Lt Col Chester C. Cox, when he led the 388th, the 45th Combat Wing (to which we belong), the 1st Air Division (both the Wing and the Group are members of this higher echelon) and the Eighth Air Force, in support of the men who were storming the beaches of France, 18,000 feet below. Yes, this Group was one of the few to drop aid in support of the Maquis in France in the early days before and after D-Day; we participated in the first shuttle mission from this country to Russia (if you want to spend an interesting evening, get one of the old crews to tell you about their experiences on this mission); we have pioneered some of the methods and systems now being used in operations against the enemy, ranging all the way from technical refinements to new systems of

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(Here comes that S-2 Officer again!), you will just have to write these things the senior permits.

In closing, may we welcome you to the 388th. We know that when this war is won, and you are back home again enjoying white shirts, cokes, and all the little things that spell "home", you will look back to your days of membership with the 388th Bomb Group and feel pride in the fact that you were once a member of the best Group in the Eighth Air Force—the best Air Force in the whole U. S. Army.

Command

First of all you should know your officers. The Command Section of the Station is represented by the following executive officers:—

Commanding Officer	.....	Lt Col Chester C. Cox
Ground Executive	.....	Lt Col Paul L. McLaughlin
Deputy S-4 Man for Adm	.....	Major Donald C. Brown
Station Adjutant	.....	Captain Donald L. Clark
Air's Station Adjutant	.....	1st Lt Charles W. Gibbs
Sergeant Major	.....	1st Sgt Raymond E. Robinson

Others you may want to know by name from the station:—

Air Executive	.....	1st Lt Francis J. Buegler
Operations Officer	.....	1st Lt Andrew A. Griffin
Intelligence Officer	.....	Major S. L. Burr

388th Bomb Squadron

Commanding Officer	.....	Major Ben V. Beach
Adjutant	.....	Captain Leon E. Robbins
Sq Operations Officer	.....	Captain Frank V. Ross
1st Sergeant	.....	1st Sgt Oliver J. Leach

561st Bomb Squadron

Commanding Officer	.....	Lt Col James F. Pierce
Adjutant	.....	Captain John E. Gray
Sq Operations Officer	.....	Captain Thomas A. Dunne
1st Sergeant	.....	1st Sgt Gabriel D. Sandy

562nd Bomb Squadron

Commanding Officer	.....	Lt Col Gilbert M. Goodrich
Adjutant	.....	1st Lt Jerry J. Beasethal
Sq Operations Officer	.....	Major Ivan H. Wilson
1st Sergeant	.....	1st Sgt Lloyd J. Long

563rd Bomb Squadron

Commanding Officer	.....	Captain William J. Atkinson
Adjutant	.....	1st Lt Joseph E. Boush
Sq Operations Officer	Captain James L. Campbell
1st Sergeant	1st Sgt Martin E. Wampler

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target study for our Bombardment Navigators. These are just a few of our accomplishments from an operational standpoint. Also, but not generally known, personnel from this Group pioneered many of the "secret weapons" now being used against the Japs in the Pacific—security prevents us from telling you any more.

Our pride in the 388th organization also embraces the so-called "extracurricular" activities we enjoy on this base. Without doubt, you will find here the finest equipped theater in the 3rd Division, and many say, the finest in the Eighth Air Force. We take pride in this theater, and we hope you will treat our red plush seats with some consideration and kindness, for since the Germans stopped blitzing London, we have been unable to purchase new seats (this is the manner in which we bought the original shed). You have a finely stocked library of over 10,000 volumes; a complete gymnasium with a regulation-size boxing ring and both the lever-graders and the upper-graders have their own recreational facilities and their own clubs.

You would expect to find rules and regulations in any town back home of 3,000 people. Well, we have the same rules and regulations here, too. Some men call this "chicken"—We tell you, and know, that these little rules, while they may be annoying to one or two rugged individualists, in the long run make for a smooth and pleasant life. We know you'll comply.

We are proud of our own 388th Band, "The Oxenline", a dance orchestra that has played up and down England, which "moved 'em" in London, and recently made broadcasts over AFN and RBC. The boys will be playing for your dances, too. Another thing that we talk about is the fact that our Group was first in the Eighth Air Force Band-Golfing Contest last summer, when we topped every group in all Commands, with a total band subscription of over \$23,000 (our original quota was set for \$80,000).

We could go on far pages recounting our deeds and exploits. We know, however, that in a short time you, too, will have the pride in the 388th that we have. Your Commanding Officer and Staff are all young men—young in years, but with a background in the Air Corps, and in this war, second to none. And it is a good thing for all that you will be working with these young men, for then your problems will be more readily understood and appreciated. The esprit between the ground and air personnel on this base is excellent. Both groups of men have an appreciation of the work each is doing. For you air crew members, just realize that the ground personnel of this base were intended to operate and maintain a group of only 35 aircraft. Today, with an increase in personnel and plus an increase in the number of missions run, we now maintain double that number of aircraft. All that takes a lot of teamwork and effort, night and day, in good weather and bad. We merely present this in case anyone feels inclined to forget this fact when he first arrives.

Many of the things we have told you so far, and many of the things you will read in the following pages, are intended for your information alone. We should like to be able to tell you that you are free to send this booklet back to the folks so that they may have a better idea of how you will be living for the next few months, but for security reasons

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In a larger sense, it might be well for you to know the chain of Command in the European Theater, in case you aren't already familiar with it. As it pertains to us in the Air Force, this is it:—

Commanding General	.....	General Dwight D. Eisenhower
Deputy Chief of Staff	.....	Major Gen S. E. Lord, U.S.C.
Adjutant General	.....	Major Gen E. B. Lovett, U.S.A.
USIAF		
Commanding General	.....	Lt General Carl Spaatz
Chief of Staff	.....	Major Gen F. P. Dorn, U.S.A.
Adjutant General	.....	Major Gen F. Scherer, A.O.D.
Eighth Air Force		
Commanding General	.....	Lt General James Doolittle
Chief of Staff	.....	Major Gen John S. Allard, USA
Adjutant General	.....	Major Gen Lindsey L. Branton, ASD
3rd Air Division		
Commanding General	.....	Major Gen Earl E. Partridge
Chief of Staff	.....	Major Gen H. B. Harbord, USA
Asst. Adj. General	.....	Major John F. Thomas
45th Combat Bombardment Wing		
Commanding General	.....	Major Gen Archie J. Old, Jr.
Chief of Staff	.....	Major Gen E. Mallory
Adjutant	.....	Captain D. P. Selger

General

Our base is not unlike other bases in the ETO, in that you will find it to be an American island, so to speak, surrounded on all sides by a friendly, but nevertheless, foreign power. While remaining on the station you are safe from criticism, except that which you would normally expect to find among neighbors anywhere. To this, as long as you conduct yourself properly and do your job, you can afford to remain aloof. It is natural.

But once you step feet off the base, you immediately take on an additional responsibility. Whether you are aware of it or not, you become less an individual and more a personality, a representative of America. By your actions and your talk, your nation is judged. The impression you create in the minds of the British with whom you come in contact is a lasting one. Before the war, the British knew very little about our country. They imagined a great deal. A lot of it was colored by their second-hand knowledge of Hollywood, which was inevitable. America, in technicality, is often represented as a place where, if you apply yourself diligently enough through eight weeks, you can marry Ginger Rogers in the ninth and retire to a Spanish-type ranch house, complete with swimming pool and stable. Well, perhaps. At the same time, now that we are grown up, we have to admit to

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ourselves that this is the exception rather than the rule. Until we settled down in England, the British had no way of knowing that such happy circumstances were anything but average. They are great film-goers; by degrees they have learned that Hollywood doesn't represent America, any more than does Chicago. But you do!

You are real, not free the same cloth as themselves; we're fighting the same war and for essentially the same reasons. Neither nation could afford to be dictated to by an on-paper-changer whose delusions about a superior race seemed made to begin with, and trouble only later. It's true the beer we got over here doesn't taste much like the beer made in St. Louis or Milwaukee, but England is in its sixth year of total war; we're lucky to find any beer at all. There are differences in housing, plumbing, and a lot of things—no one has to point them out to you. But then, there are differences in our own country, too, which we are very apt to ignore. Not every bedroom in America has a bathroom attached, though some do. Yet the first home-owner would hardly have the bad taste to go around boasting about the number of bedrooms in his house if he did, his one-bathroom friends would drop him flat, or knock him on the head. Well, beer and bedrooms, though important in themselves, are not the issues in this war. The issue is broader and a bit more fundamental—To be able to live decently, in a world free from want and anxiety and fear. These are the things England, Russia, America, China, and a host of small nations are fighting for—objectives they hope to perpetuate in the post war world. With your help, maybe they can.

The point is simply this—Don't brag. America is a pretty great nation, capable of heading its own without any cheap pub brawl undertaken in an effort to prove it. We represent a great nation and wear its uniform. Our pride in this responsibility can best be shown by the way we look, the way we act, the way we talk among our friends over here, and especially among the strangers we encounter.

When Going On Pass

In English towns and cities you will find American MP's. In most cases you will find them helpful, strict, and just; if you have a question, don't hesitate to ask it. They are no more eager to run you in than you are to get tangled up with the law; all you have to do is to cooperate in little things. When leaving the station, be sure your pass is in order and properly signed. Don't overstay your leave; plan ahead; arrange your train or bus schedule accordingly. The penalty for overstaying leaves in a war zone is understandably severe. This station's attitude in such matters is anything but lenient.

Then how does one escape the critical eye of the MP's away from the station? — There is nothing to it, nothing that could not be expected of the soldier anywhere—see that your pass is in order to begin with, and carry it with you at all times. Wear the correct uniform and wear it properly. Wear your dog tags around your neck. Keep your uniform clean and pressed, and your shoes shined.

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ADMINISTRATION

Officers

All officers reporting to this station will present themselves at the Officers Section S-1, where you will find a highly-trained and experienced staff to take care of you. This section is located in the west wing of the headquarters block. The process can go through in the same, regardless of rank or duty assignment or final disposition.

There are certain things you should have in your possession at the time of this initial interview, namely, your pay book and your ASD card. You will likewise be expected to hand in the following items: (1) Assignment orders, (2) USAS form 56-1 or 56-2, (3) 1 copy of active duty orders, if you are a flight officer or 1st lieutenant, (4) 1 copy of last promotion orders, if you are a 1st lieutenant or above, (5) 2 copies of personnel orders (this is the order giving the officer his flying rating and the one requiring him to participate in flights).

Your pay vouchers will be prepared and typed by this section your first month on the station; after that it becomes the duty of the Finance Department. It is in this latter organization you make application for partial payments—between the 1st and 15th of the month.

The Officers Section, S-1, is your source not only for information, but for authorization to take out allotments, loans, and insurance. And this is where you must arrange to cancel any such obligations.

In addition, this section performs any number of functions which you will have occasion to make use of: (1) It does all the paper work for flight officers' applications for commissions, (2) prepares your statement of service for longest pay, (3) handles officers' promotions, (4) issues new ASD cards, (5) computes field ration accounts, and (6) makes out your demerit certificate.

Enlisted Men

Enlisted men, upon instructions of the Personnel Sergeant Major, will report for an interview to Station S-1. The purpose of the interview is to establish the correctness of both your Service Record and pay accounts. It is essential, as you can well appreciate, that both be accurate and up to date. Should changes be found necessary, they will be made by the S-1 Officer in your presence. Among other things, you will be advised as to the date when you can expect to be paid in full. You are reminded, too, to sign your name properly on the payroll. Otherwise, you stand an excellent chance of being red-lined.

Laundry service is available on the station for the sum of \$1.00 per month. This amount is deducted from your pay. Laundry is handled through

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If you remember to do these things, your behavior is likely to be such the same as it would be back in the hometown, with family and friends looking on. And that is as it should be.

There are many huge troops in this theater of operations, wearing the same uniform as ourselves and serving the same cause. It automatically follows that they are governed by similar regulations; they must abide by the laws that govern us all. Our association with them, either in line of duty or otherwise, should be that of soldier to soldier. Their association with civilians, on the other hand, concerns us not at all.

Read — And Remember —

Compliance with directives and orders, whether verbal or written, is of course, mandatory. (It is well to note that Army announcements are all official; if such an announcement directs you to attend a class or formation, it is the same as being ordered to do so personally). On this station, under no circumstances will the Commander tolerate either refusal or failure to obey an order, whether issued by a commissioned officer or a noncommissioned officer. Where there is a refusal to obey a direct order, trial by General Courts-Martial usually results.

On the subject of military justice, it may interest you to know that the 388th Group is among the lowest in the 14 Division, from the standpoint of disciplinary violations requiring reference to trial by courts-martial. Here are a few legal aspects to bear in mind: incidents involving either breaches of military discipline, such as simple drunkenness unaccompanied by any disorderly conduct, or, an altercation between two persons where the principal damage inflicted is too much talk, and, if committed on the base, usually be corrected without recourse to courts-martial. On the other hand, even minor offenses committed away from the station, and particularly within the presence or hearing of British citizens, necessitate trial by courts-martial. Misconduct towards, or disrespect to a British citizen, inevitably leads to such a fate.

This station considers every case on its individual merits. It will not tolerate any act of larceny, no matter how insignificant the value of the item taken. Nor will it look the other way when any person attempts to settle his personal grudges by using a knife or any other weapon. Two members of this station are now serving a total of seven years at hard labor because they resorted to this last-named offense.

Remember, if you are tried by a court-martial, your case will be heard according to American military law. Sentences imposed under American law are often much more severe than those imposed by the British for identical offenses. For example, under British law, carnal knowledge of a girl of fifteen can be treated as a misdemeanor; under American military law it becomes an offense punishable by a sentence of hard labor for a term of up to fifteen years. This you might want to know — In England, station is the age of consent, and it is no defense whatsoever for the girl to have told you that she was of age.

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Squadron supply room. You turn it in on Saturday and get it back the following Saturday. Better check with your Supply Sergeant.

If you have any questions at all pertaining to Allotments, Bonds, Insurance, and the like, see your Squadron clerk in S-1, for he is prepared to render any help he can. Again it might be pointed out that you cannot allot flying pay, neither can you allot the whole amount of your base pay. You are required to accept not less than \$10.00 of your total base pay.

If at some date in the future you should be traveling on Special Orders, remember to do this immediately upon your return: — Bring copies of your orders, plus an itinerary of your trip, to Station S-1. You will be reimbursed through the Finance Office, and the S-1 clerk should be able to tell you when.

Special attention should be accorded your furlough papers; furlough notices are payable on the regular payrolls if you take the precaution of checking out, when leaving the station, and return your papers to the Squadron Orderly Room immediately upon your return.

Keep your Form 31 (Shot Record) stapled to your Pay Book and carry it with you. Actually, your best bet would be to check with the Dispensary soon after your arrival, to see that the record you have is in order. You will have to go to the Dispensary, in any case, to procure a Dental Identification to complete your records. This is most important.

Combat enlisted men may like to know something of partial payments: — you can get them by signing the partial payment sheet in the Squadron Orderly Room, between the 1st and 15th inclusive. Such payments are then made on the 15th of the month.

Awards

Combat crewmen, who complete a normal operational tour of thirty-five (35) missions, will be awarded the Air Medal with five Oak Leaf Clusters. Recommendations for these awards, initiated by Station S-1, are forwarded at the completion of every sixth mission. Upon receipt of the decorations from higher headquarters, S-1 transmits them, together with copies of the orders, to Squadron operations for presentation to the individuals concerned. Normally it takes no more than a week's time for the decorations to come through after the recommendation has been made.

The Purple Heart is recommended for personnel who suffer wounds or injuries as the direct result of enemy action. The award is also presented by Station S-1 through Squadron Operations.

Additional Oak Leaf Clusters to the Air Medal, or the Distinguished Flying Cross, may be recommended for personnel whose actions on any particular mission are heroic or of an extraordinary nature. Lead Crew Officers are also eligible for the Distinguished Flying Cross, provided they have completed at least twenty (20) missions, ten of which were in a lead position, three of which resulted in outstanding bombing achievements. The Distinguished Flying Cross is presented formally, either at Headquarters

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15th Combat Bombardment Wing, or at formal review exercises at this station.

The Distinguished Unit Badge may be worn by all personnel assigned to this command. Personnel who were not assigned on or before 17 August 1963, the date of the act for which the citation was made, may wear the decoration only while attached or assigned to the 3d Air Division, to which we belong.

FACILITIES

We have a Dry Cleaning plant on the station, the only one of its kind in the Air Force, which operates in the rear of the Quartermaster Building. Ask anyone its location. Clothes are accepted for cleaning on Mondays, Tuesdays, and Wednesdays. You may pick up your cleaning on other days of the week. Don't confuse the two periods, also you are apt to be disappointed. Plant hours: — 0800 until 1800.

Another service you may be interested in is the cable service from this point to anywhere in the United States. Inquire at the window of the Teletype Message Center, just inside the hall of the Ops block, that large concrete and brick building directly behind Headquarters.

REGULATIONS

Common sense is the best guide for getting along, not only here but everywhere. Don't hesitate to draw upon your own resources. Apply that to the following rules and regulations, currently enforced at this station, and you can't go wrong.

One of the first things to bear in mind is to get the Bulletin Habit. Consult your Bulletin boards daily and never fail to read a copy of the Daily Bulletin. It contains all the current information you will want to know, and all you will be expected to know. Each section, department, and housing unit gets a copy.

Uniforms

Don't mix your uniforms be consistent. If you wear fatigues, wear fatigues throughout, including hat. The same rule applies to the Class A uniform. Military men will not wear leather-billed service caps on or off the station. Mobilizers or ornamental insignia will not be permitted on belt buckles. Ground personnel will not wear unauthorized flying clothing at any time. White scarfs will not be worn. Flying clothing will be worn only when flying. Field jackets, EDC jackets, etc., will not be defaced.

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No civilian will ride in government transportation unless authorized to do so by the Station Adjutant.

Bicycles

All bikes, whether G.I. or privately purchased, will be properly registered at the office of the Provost Marshal. They will be parked in racks made for that, and none will be parked against the Headquarters Building at any time. Borrowing bicycles without permission of the owner is considered a serious offense, and dealt with accordingly. Remember always to ride on the left-hand side of the road, not at night, unless your bike is properly equipped with lights both front and back, don't ride at all-Walk.

Pedestrians

Walk on the right, facing on-coming traffic. At no time will more than two persons walk abreast; if you have a third party in your crowd, one man will fall behind.

Blankets

Four (4) blankets only are authorized.

Trespassing & Poaching

Cutting down live trees in England is a near-capital offense—don't do it under any circumstances. Hunting without permission is equally so. You can, however, hunt if you have the time and wishes to obtain the various warren's authority. First, get your status permission from the landowner to hunt on his property, and unless you seek this permission, this is apt to be enough difficulty. Then you must obtain permission from the Station Adjutant. A license to enter a gun is absolutely essential, and the station can do nothing to help you procure it. It must be obtained from the proper British authorities.

Venerable Diseases

Pro kits, etc., will always be carried by the individual unless written permission is granted otherwise when leaving the station. Anyone suspecting himself to have acquired VD, will report the fact immediately to either his CO or the Medical Officer.

Small Arms and Ammunition

No weapons will be carried by individuals, except those authorized in the performance of regular duties. This includes the carrying of knives.

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by pictures and drawings. Dog tags will be worn around the neck at all times. Military men will wear their proper style on all outer clothing, except raincoats. Officers will have insignia of rank on their raincoats. And remember, hats will not be worn in the mess halls.

Military Courtesy

The station has acquired a name for its practice of military courtesy. Officers are cautioned to salute all superior officers; men are reminded to salute all officers. The saluting of staff cars is equally important. The salute will not be rendered when either party is riding a bicycle.

Sea Hooks

Saturday is gunnery day on this station, and they will be worn in the strong position from 0500 to 1201 hours; no one is admitted to the mess halls without them during this time.

Personal Effects

Personnel are warned against appropriating to their own use any property, civilian or government issue, if persons who are missing in action. The offense is by no means looked upon only as a misdemeanor; it is a serious breach of military law and punishable accordingly. Such offenses are immediately collected, held for twenty days, then forwarded to the beneficiary through the Quartermaster. The same severity encompasses any act of petty stealing—light bulbs, fixtures, clothing hung on racks in mess halls or clubs— it all comes down to the same thing. The penalty imposed isn't worth it. So - HANG OFF!

Transportation

Motor vehicle transportation is a very critical item, and will be used only when absolutely necessary. Only certain officially designated officers are authorized to order motor transportation at any time. The trip must be one of official character, and the vehicle must be driven by a properly authorized person who has in his possession an officially authorized trip ticket. The ranking officer (or SDC) in any vehicle is in charge; he will see to it that the driver abides by all station and theater regulations. Vehicles will, of course, be driven on the left-hand side of road; speed limits on the station are 30 m.p.h. during the day and 15 m.p.h. at night. Vehicles will not be driven off the paved roads. Jumps and command cars left unattended at mess halls and clubs will be confiscated by the IP's.

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other than those with a blade of 2 inches or less. Ammunition will be disassembled by authorized personnel only. Any weapon ammunition found will be turned over to the Ordnance Officer immediately. Privately owned firearms must be registered with the Provost Marshal.

Conservation

Shortages of supplies and critical materials has become more acute each passing month. Wastage has as a result become a punishable offense. General Eisenhower himself has sent out the order that all materials of war must be used sparingly. Fires and gasoline are only two of the more obvious items. Food, water, soap, and coal are the small things we as individuals should and can be careful about. Fires, for example, will not be permitted in unoccupied living sites during working hours (0800 to 1800 hours). Cakes will be completely burned to a powdered ash. Electric lights will be turned off the moment they are not in use. Electric heaters in barracks are strictly prohibited.

Telephone

Our lines are taxed. We must therefore insist that you keep all telephone calls down to an absolute minimum. You can help the operator by placing your calls by number rather than by name.

Recreation

Your special attention is drawn to clubs and clubs' property. These facilities are provided for your comfort and enjoyment. Rowdiness, drunkenness, and rough-house play are things that are not tolerated. The destruction of such property is an offense which cannot be overlooked. Enjoy yourselves; have a thoroughly good time, but do it decently.

Cold Tablets

You may have noticed that our weather at times leaves much to be desired. Colds are common unless measures are taken to prevent them. In each mess hall you will find boxes of Cold Tablets—multifunctional, to dress them up in their proper name. Take one each day! If you think yourself allergic to them report to the Dispensary for a checkup. They do the job.

Useful Sale of U. S. Property

It is unlawful to sell any U. S. Army property to British civilians.

Mail

All outgoing mail will have to bear the proper return address.

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Cpl. John E. Schlegel
3538907
561st Tech Squadron
380th Tech Group
APO 559, C/O Postmaster
New York City, New York

Such mail will be censored by the writer's organization before being sent to the Post Office.

Security

Strict compliance with blackout regulations is demanded of everyone. The times are given each day in the Daily Bulletin. There is no regulation against keeping a private diary if you like. It cannot, however, be taken into the air or dispatched through the mails. In letter writing, don't give away casually information or details of our operations. If a censored note, you may refer to the number of missions you have flown, but you must never refer to the number required for you to complete your tour. Incidentally, don't attempt to mail letters in British postal boxes. Between briefing and takeoff times, you are apt to hear a great deal -- Keep it to yourself! In fact, the rule applies whether you are on the base or off it. Keep it to yourself!

Lady Guests

From time to time lady guests are permitted on the station for the purpose of attending properly authorized dances or social functions. Passes for them are obtained from the Provost Marshal's Office. Permission for them to make use of government transportation in reaching the station will be secured through the Sergeant Major and Station Adjutant. At no time will lady guests be permitted in living areas or on the line or in the perimeter area. Dances for enlisted men are held on Friday and Saturday nights; officers dance -- Sunday nights. In some instances, lady guests are permitted to stay the night when transportation to their homes is not available. In such case, permission is secured through the Station Adjutant, and the guests are housed in specially supervised ladies' quarters.

Recreation

Kettishall has a reputation, not altogether undeserved, of offering its personnel more forms of recreation than any other station in the UK. The information is passed along for what it is worth. After you have been here a short while you should be in a better position to judge. If your idea of recreation is to retreat to a corner with a book, the Station Library can be used. If you prefer to play basketball, drink a mild beer in company with friends, go to a show, box, dance, or enjoy an evening snack--

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tive. Men who normally would cast a furtive eye toward the lecture platform have attended and gone away enthusiastic.

There are Clubs on the station for everyone, regardless of rank. The Officers Club can afford to be delighted in this handbook for if you are an officer, chances are you have already been there. You have seen its bar, its lounge, reading room, snack bar, and you have probably admired its murals.

Murals, paintings, signs, and decorations, by the way, are produced in our own Art Shop, or at least, by artist working out of this shop.

In order of rank, the next club is the Snack Club for sergeants in the grade of Staff or above. It is housed in a cluster of buildings west of the P.M., and there you will find attractive club rooms. There is a handsomely furnished lounge, reading room, bar, game room, and snack bar.

The Queen of Hearts Club is less a club than the former two. It is a comfortably appointed bar for the Lower Four Grades, and is located in a wing of Mess Hall #2.

The Academy Club is possibly the most popular club of all. The Red Cross, in conjunction with station help and facilities, has made a worthwhile project out of their organization where the enlisted personnel of this station are made to feel at home. It combines many features for your special enjoyment and use. It has a reading library, not a lending one (you are requested not to borrow books, for that is a service of the Station Library.) You are provided with a quiet room in which to write your letters. The lounge is comfortable and nicely decorated -- here too, you will encounter more of the murals we like to refer to. In the snack bar, which opens evenings, you can visit with your friends and get a variety of things to eat. One feature of the bar is the cake bar -- the kind of cakes you used to get before you came overseas. Between nine and ten in the evenings, in this same room, you can get coffee and toast. What's more, it's on the house. Besides entertainments and games, on almost nightly affairs, the Acad Club sponsors dancing classes. It imports ladies from surrounding towns to see for you men. They'll see on stripes, patches, make their repairs. All you have to do is inquire about the service at the club.

The Station Library combines several functions. To begin with it was a lending library, a place from which to borrow books (and return them), and a place to read quietly and to browse through the available magazines. It still is. The shelves are more heavily stocked these days than they were formerly, and you are sure to find a book to please you. Any member of the station is entitled to withdraw his share, and all personnel are likewise invited to make use of the reading room.

The library also serves as headquarters for the Education Program, since its personnel are engaged in active administration of the program. The Education Office will provide you a source of information for correspondence courses, and for recently formed (February 1945) off duty classes in subjects ranging from the Principles of Accounting to Livestock Production and Farm Management. The Education Program is an extensive one, with

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you can. All you have to do is to furnish the inclination and the station endeavor to supply the means. It will even try to educate you during off duty hours in any number of fields. And if you are pretty well up on current events, and like to put your ideas out in front of others, you can join discussion groups. These are not haphazard ball sessions, where the person with the loudest voice digs his ear in the deepest. They are led by a discussion group leader, and the topic is usually an important one with contributions to it carefully thought out and presented.

In a town of this size, tastes naturally differ. For that reason the recreation program, as well as education program, is as unlimited as it has been possible to make it. You can be assured of this from the outset -- We get the best entertainers and lecturers we can; we get the best movies available. The bear may not be the sort you used to get at the St. Regis, or at Joe's Diner across from the depot, but it's the best we can get here.

At the Gymnasium you are welcome to make use of its facilities, and you may arrange for special instruction in boxing, golf, etc. Because of the large number of men going to the Gym, a definite schedule must be adhered to so that everyone will have an equal chance. This schedule, which applies every day in the week, follows: --

0800 to 0900	Gym closed for cleaning
0900 to 1000	Reserved for combat crews
1000 to 1100	League basketball
1100 to 1200	Officers P.F.
1200 to 1300	Reserved for combat crews
1300 to 1400	League basketball
1400 to 1515	Boxing and gymnastics
1515 to 1630	Reserved for combat crews
1630 to 1730	Officers P.F.
1800 to 1900	League basketball
1900 to 2000	Open for all personnel
2000 to 2100	Golf and boxing instruction
2100 to 2400	Open for all personnel

We hope you'll like the Station Theater. It usually runs three different shows weekly, and for announcements of current and coming attractions, look in the Daily Bulletin. Weekdays, films are shown three times, at 1500 hours, at 1845, and at 2045 hours. Saturdays and Sundays, showings are continuous from 1400 hours. No Smoking, please!

Stage shows are held as often as it is possible to procure them. They are customarily booked far in advance so that they are given plenty of advertisement. Occasionally, though, a performance will be scheduled on very short notice, in which case the information is announced by Tannoy.

The same applies in regard to lecturers appearing at this station. Arrangements are usually made in advance, in sufficient time to have poster distributed where they will catch your attention. Once in a while this becomes impossible. In the past we have been fortunate in the lecturers to appear here. Not only have they been outstanding persons in their fields, but they have been highly interesting, entertaining, and painlessly instructive.

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classes in session during the evening hours. Instructors have been recruited who are thoroughly versed in their subjects and know how to present them. Your inquiries are especially invited, at which time you can learn the full scope of the program.

In addition, the Library serves as a headquarters for the Discussion Group Program, referred to previously. If, too, welcome your inquiries. These projects are infinitely worthwhile and merit your investigation.

Our S-2 Section maintains a Combat Crew Library, open to combat personnel for their leisure hours. If you are eligible to make use of its facilities, by all means do. You will find it an excellent place to read, write letters, browse, or just listen to the radio.

Conclusion

This handbook is incomplete and it was meant to be so. To record the functions and activities of our operational and administrative sections would require a full length book. You will see what they are and where they are easily enough. For in all printed documents will be assigned to one of them. No, the foregoing highlights were given to give you an all-encompassing picture of the station of which you are now a member. To us who have been working together as long, the base and the station are not new. We know our way around. Soon you will feel the same. Meanwhile, if locations or duties or functions remain vague to you, ask. What common sense and judgment are unable to furnish you, the men standing next to you may have on the tip of his tongue. Ask him, keep alert, and in remarkably short time the nuances of settling down on a strange station, among strangers, will become a thing of the past.

At the cost of sounding repetitious, we want to welcome you once again. This comes not from one individual, or a single unit, but from all of us who make up the 380th Tech Group.

By order of Lieutenant Colonel OGB:


SAMUEL L. CRANE
Captain, Air Corps
Adjutant

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Combat Crew Library



COMMANDING OFFICERS

388th BOMB GROUP



COLONEL WILLIAM B. DAVID



COLONEL CHESTER C. COX

Col. David assumed command of the 388th Bomb Group in February, 1943, and guided the Group through its training and led the crews in combat for the first 15 months of the Group's overseas stay. Col. Cox (then captain) joined the Group in April of 1943, as Group Operations officer when Major Satterwhite was made Air Executive. Col. Cox had been on the original orders of activation and had been active in selecting many of the officers and men for the original cadre. A change of orders kept Cox at Gowen Field until April when he went to Wendover Field with the Bomb Group. Col. Cox had been instrumental in securing many of the original combat crews who stood out so prominently. Col. Cox took over command of the Group in October, 1944, when Col. David was sent to Staff School in the Z. of I.

PLANES AND CREWS

Naming planes was a popular event by the crews who had the distinct honor of having a plane they could call their own. It was not possible for each crew to be assigned a separate plane, and a crew might find that its first few missions would be in as many different planes. However, many planes received names, and a fairly complete list is reproduced.

Keeping planes flying or just plain keeping them was a big problem. Losses in combat took the best planes as well as the worse ones, and a continual flow of planes to the Group was necessary. But a steady flow was impossible, and it was one continual fight with headquarters to supply more aircraft.

Of the 41 original planes flown to England by the Group not very many lasted very long. One plane was ditched as a result of combat damage, three were transferred out to various other Groups for special purposes, six crashed in England on return from operational missions, two crashed non-operational, seven flew so many missions or were not capable of flying because of extra severe damage or poor construction and were declared War Weary for training use, and the remaining 21 were lost in action. That is the story of 41 original planes. The replacements during 1943 and the early part of 1944 suffered the same fate.

Only a few of the combat crews are shown in the following pages. Many did not have their pictures taken, and many pictures which were taken have been misplaced. Over 450 combat crews passed through the 388th Bomb Group. Of that number there were 135 missing in action, over 200 completing their tour, and over 100 remaining in the Group at the end of the war. Exact figures are not available as some crews flew two tours, some crews were broken up for various reasons, and exact figures of lost crews is not available. Of course, many of those missing in action returned to the Group before the war was over as escapees, and those men were sent to the States.

One set of statistics of the first 100 missions showed 80 crews missing in action. Of those missing, 40% had flown less than four missions, and 75% had flown less than 10 missions. Those percentage figures changed greatly as experience was gained and as the war got older. Only 55 crews were lost in the last 206 missions.

AIRCRAFT NAMES AND NUMBER OF MISSIONS

SWEETHEART	56	PEGASUS	33	MARYS SISTER	59	DOLL	82
WOLF PACK	7	VENI VIDI VICI	28	FOURTH TERM	53	HER HIGHNESS	35
MISS MAC		PRINCESS PAT	33	LADY GODIVA		LITTLE JOE, JR.	52
WAILUKI MAUI	22	TOM PAINE		EIGHT BALL		JERIANNE	32
FLYING CRUTCH	2	JOHO'S JOKERS		LITTLE SQUIRT		CUTIE ON DUTY	19
LITTLE LASS	13	LITTLE WILLIE	19	REVEL'S REVENGE		LITTLE DONNA	
SIoux CITY QUEEN	24	TIGER GIRL		DEAR MOM		FOREVER AMBER	58
VIRGIN ON THE VERGE	33	LADY LILLIAN		LITTLE CHUM		NOBODY LOVES ME	63
JUST AG		RED DARLING		GLORY GIRL II	22	SUSAN KAY	80
SONDRA KAY	13	SILVER LADY		HEAVENS ABOVE	128	TAKE IT EASY	55
RUBBER CHECK		CAPTAIN JOE	26	JAMAICA GINGER	136	SHACK JOB	63
CHARLEEN	15	FLAK SUIT	31	GERONIMO		PATTY	70
BLIND DATE	66	CLASSY CHASSY	22	PEG-O-MY-HEART		UMBRIAGO	54
BIG RED	35	SECOND CHANCE IV		STAR DUST		MY TRUE LOVE	
QUARTERBACK		MISS LACE		DEVILS LUCK		OUR LOVE	
LIL' ONE	20	ASTHMA BABY		BELL OF THE BRAWL		MORNING MALE	33
IZA ANGEL	15	QUEEN OF HEARTS		BORROWED TIME		SUPERMOUSE	90
JOHNNIE		HULCHERS VULCHERS	44	JONSEY		PAULA SUE	44
MISTER YANK		LITTLE DONNA		WORRY BIRD		DEAR MOM II	89
HOMESICK ANGEL		MILLIE K	82	MIDGE		READY MAID	68
SECOND CHANCE	19	BLITZEN BETSY	25	OLD FAITHFUL		EASY DOES IT	55
LIGHTENING STRIKES		WINGED FURY	29	WOLF WAGON		SMOKEY STOVER	
MISTER YANK II	29	PATTY JO		G. I. JANE		PUNCHIN JUDY	45
SKY QUEEN		NASTIE NELLIE	19	GIRL OF MY DREAMS		SWEET LORRAINE	
GREMLIN GUS		HAUGHTY HEZY	25	HOLY SMOKES		BIG THREE	84
SCREAMING RED ASS	44	JEANNIE	33	GREMLIN HIDEOUT		MANGELS DREAM	109
BEADLES BUG		SNAFU	22	SACK HAPPY		GALLOPIN YO YO	70
LUCY POO		HI FEVRE	18	SLAVES DREAM		MIGS MAC	71
MARY ELLEN	20	AQUILA		CICERO KID		LINDY	95
OLE BASSAR	11	SKIPPER AND THE KIDS		SHY ANN		IRRESISTABLE YOU	15
OLD "66"	69	JAKES JERKS	79	INSIDE MAN		WITCHESPEAT	
LITTLE BOY BLUE	66	ICKY POO		SHOOT THE WORKS		SHACK WOLVES	105
MY DEVOTION	15	LITTLE JOE		BETTY ANN		LIL HOMESICK ANGEL	47
		JUST JOYCE		TENDER COMRADE		PANHANDLE	





Bailey's Crew



Joho's Crew



Bliss' Crew



Zengerle's Crew



Roger's Crew



Pack's Crew



Pfeiffer's Crew



Henessey's Crew



Gunn's Crew



Nelson's Crew



Duncan's Crew



Beeby's Crew



Olin's Crew



Malmberg's Crew



Rubottom's Crew



Kiersted's Crew





Sullivan's Crew



Dopko's Crew



Moore's Crew



Sandy's Crew

MISSIONS

The three thousand men at Knettishall were there for one reason—to put heavy bombers in the air against the enemy. People may think that that is not too big a job, but when an insight is made the complex organization of mission control is seen. The combat group made up of four squadrons plus all the attached units and Air Service organizations at Knettishall was a small part of the Eighth Air Force. Above the Group was the Wing which was composed of from three to five groups; then, the Division which was composed of several wings; then the Eighth Air Force which was composed of three Divisions—First, Second (B-24s), and the Third. The 388th Bomb Group was a member of the 45th Combat Wing of the 3rd Air Division. This was the final classification, and prior to that other wings had been organized and reorganized.

All Combat Missions originated at Eighth Air Force Headquarters, and then were sent through channels to the Bomb Groups who put into action the plans and instructions of the Air Force, The Division, and The Wing Commanding Officers. Each Combat Mission was a separately planned battle which was planned many days in advance and then executed when the most opportune time presented itself. Air Force personnel planning missions included experts in all departments of the operation. Many of the men were civilians who had made studies of German construction, German habits, and Continental Geography. Many were highly trained engineers and statisticians who compiled all sorts of records of aircraft and men to get the maximum amount of safety and efficiency from the planes and men. Ammunition experts prescribed the bomb loads and fuse

settings for each mission to produce the greatest amount of damage to each particular type of construction or installation to be attacked. All planning was done with the idea of making each mission as near perfect as possible. Then it was the job of the Bomb Groups to carry out those plans with the greatest amount of efficiency possible. Naturally each mission was not a complete success for various reasons, but after each mission all facts were carefully studied in all headquarters to correct past mistakes for future successes. To those original crews of the Group who flew those first horrible missions goes much of the credit for the success of the crews to follow. Missions flown during the last days of the war were far superior in planning and execution than those first missions flown back in 1943. But the emergencies of war did not give sufficient time to work all problems at once, and it was necessary to learn by experience.

Air Force Headquarters informed their command by Operational Telephone of a combat mission, then sent all information by teletype for confirmation. Each level of command in turn added certain necessary information and passed the instructions on down the line. All planning could not be put out in routine form, and each time different circumstances had to be reckoned with. Weather was the big determining factor, so during the summer months the planning was usually earlier than during the winter months when the weather was so unpredictable. Many times crews were briefed on two or three different plans and then informed which plan would be used just before take-off or even after they were in the air.



560th operations officers supply line up for next day's mission

SANDE
SULLIVAN
PENTON

McKEEL
BURKETT
HESS



Sawaki supervises bomb loading

In describing the work of getting planes in the air as far as a combat Group is concerned a model or average planning will be used. It must be remembered that each one was handled differently, and no set rules could be followed. But at least that made mission control interesting for the personnel handling the work.

In the early evening Group Operations would be notified of a mission and would proceed to notify some twenty or twenty-five different departments or sections of the Base. Each department would then in turn notify its personnel to stand-by for further instructions. Aircraft status would be ascertained and crews would be counted to determine the actual force which could be used. Colored flags were used in the clubs to warn personnel that the group had been alerted. Usually, sometime before midnight the bomb loading and the force required would be phoned in from Wing Headquarters, and then men would go to work. Engineers would know which planes were flying, and the ordnance department would start loading the planes. Squadron operation officers would fill out formations and inform the crews who would be flying the next day. Thus the night's activity had started. Some men would be going to work all night maybe after working all day, some men would go to bed to get a few hours sleep knowing they would be called in the small hours of the morning, some men would relax because they were not scheduled for that night's work, and of course the various combat crews had their various reactions.

After certain plans had been received in Group Operations it would be possible to set briefing and take-off times. Briefing was set between two and one-half to three hours before take-off, so for a six o'clock take-off briefing would be at three o'clock or three hundred hours. All men had to eat before briefing, so that meant they had to be up at least by two hundred hours. Then, for the lead Bombardiers and Navigators there was a pre-briefing held one and one-half hours before the regular briefing. That meant that at 0030 hours the leaders were awakened for breakfast and briefing. From that time on the base would be very active providing for transportation and feeding of the four hundred men flying the mission. Of course all this was done under blackout conditions, and it was the men on the line servicing the planes who had the big job. They could only hope that their plane would get off the ground safely so that they could then get a few winks of sleep before the return when they would have to work on engines and battle damage.

The main briefing usually lasted one hour, then would be broken up into additional briefing for the pilots in one room, the bombardiers in another, and the navigators in still another. Radio operators were many times given special briefings. In all cases the briefings were carried on in specially designed rooms to give the most complete information. The navigators were usually the last ones to the planes as drawing their maps took most of their time.

If everything went as planned, take-off would be at 0600 hours with the lead planes taking off first. But, many times the zero hour would be changed, and take-off would be set up. There was nothing to do but hang around the plane or sleep in the tents and shacks, waiting for the new take-off time or for the mission to be scrubbed. All information would be given over the tannoy or by signal from the control tower.

No attempt will be made to describe what happened after the planes were in the air. Each mission was different, and each man who ever flew a mission could have several stories for each mission. Some of the missions were very routine, but many were not.

On returning from the mission the crews went to the briefing room for interrogation by individual crew. Coffee and donuts were served by the Red Cross, and sometimes the Doc had a shot of liquor for those who wanted it.

After interrogation gunners had to clean their guns, care for their equipment, and of course, head for the mess halls. The average length of the three hundred missions flown by the group was over seven hours, so on a six o'clock take-off landing was not made until after 1300 hours which was over eleven hours since the men had eaten.

After each man performed all the necessary duties and had read the mail which came while he was flying his only thought was to get some sleep, for probably the next morning at 0200 hours somebody would shake him and say, "Wake up Joe, briefing at three o'clock." And on days when he didn't fly there was always ground school to attend. No, there wasn't much future in that sort of a job, and the sooner it was over the better. Also, there was always the chance of not returning from a mission, but there wasn't much future there either, so what could a fellow do?



Loading ammunition



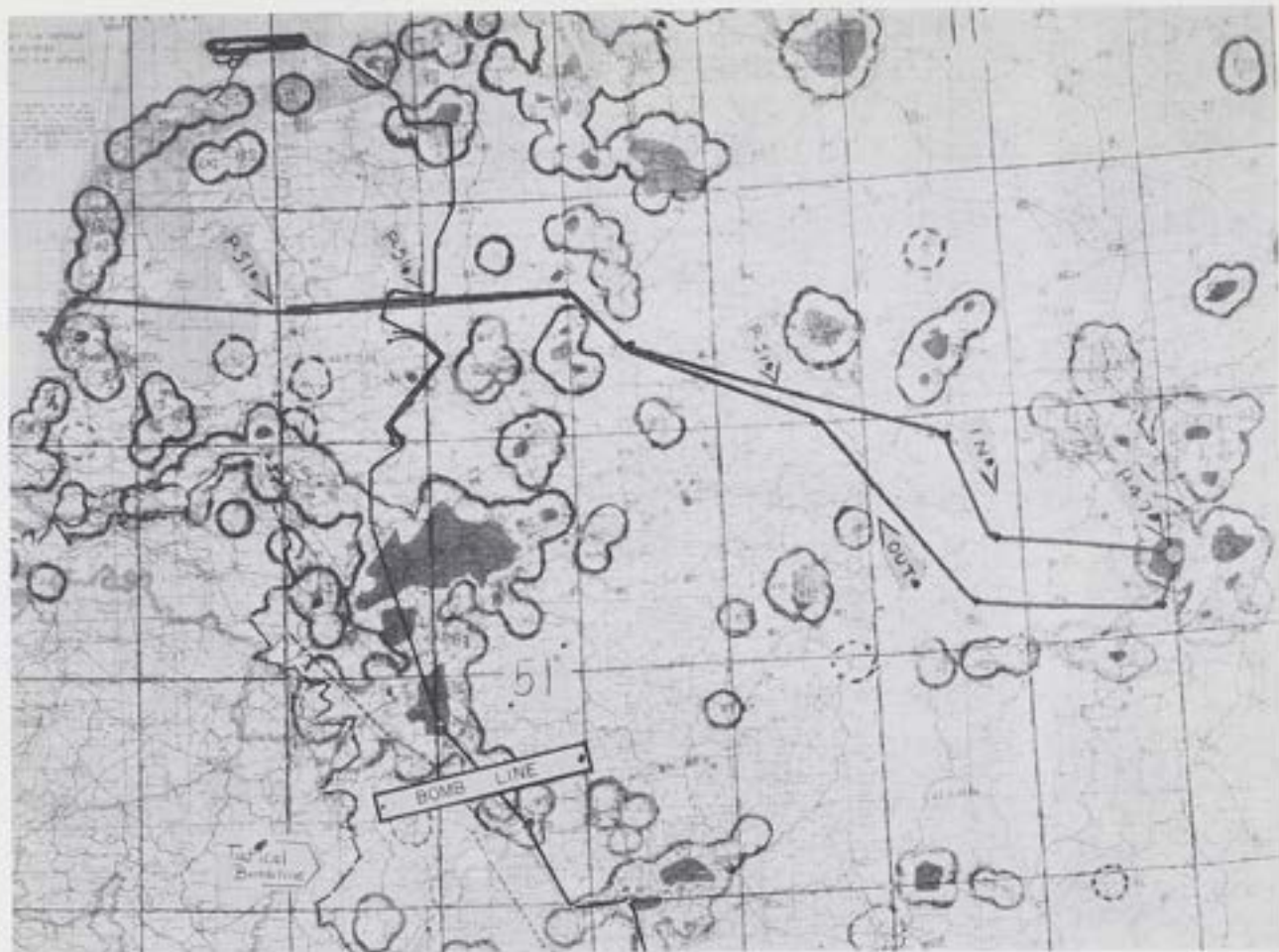
Pre-briefing for Lead Bombardiers and Navigators, 1½ hours before regular briefing, 4½ hours before take off.



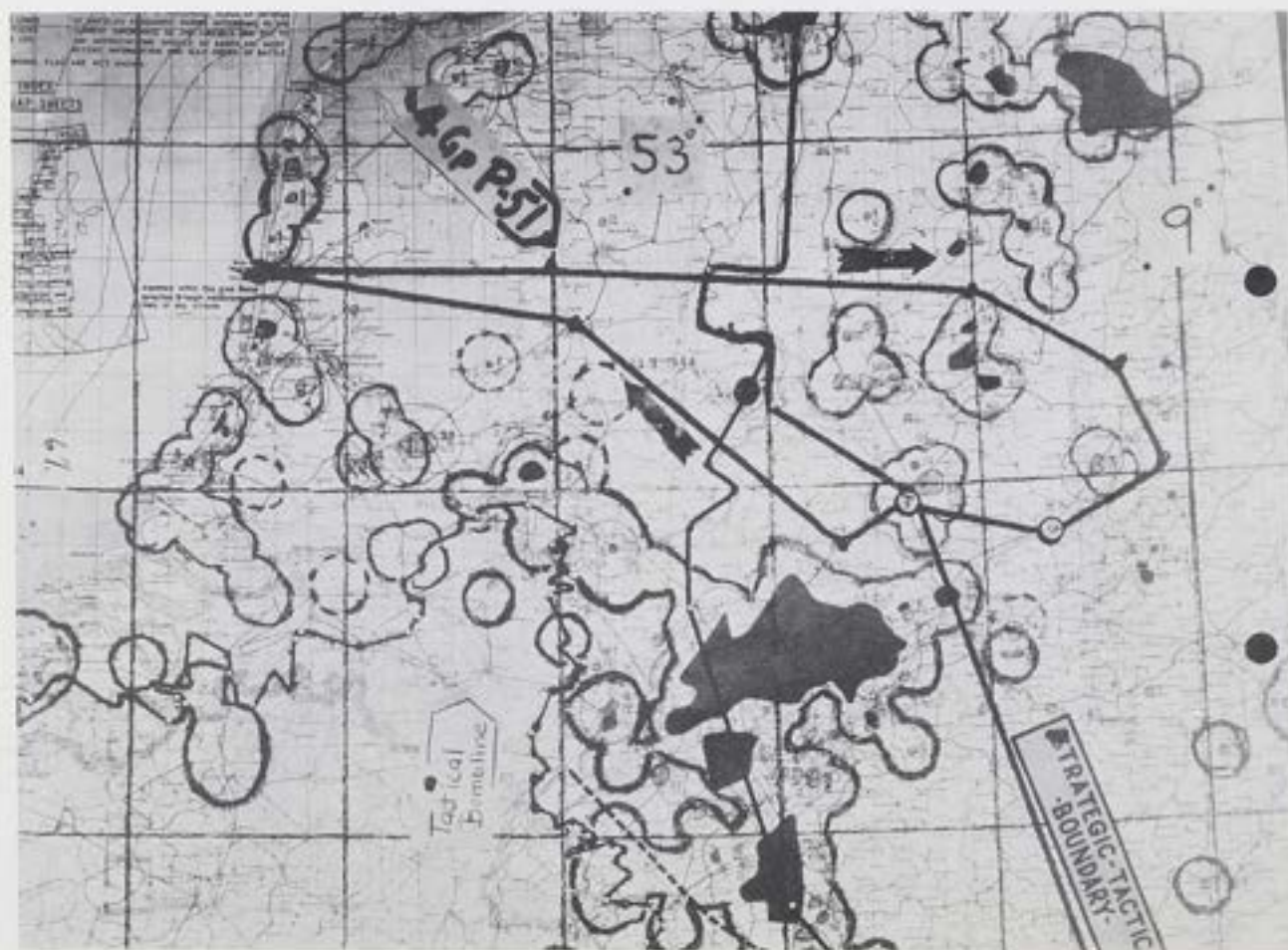
S-2 Briefing

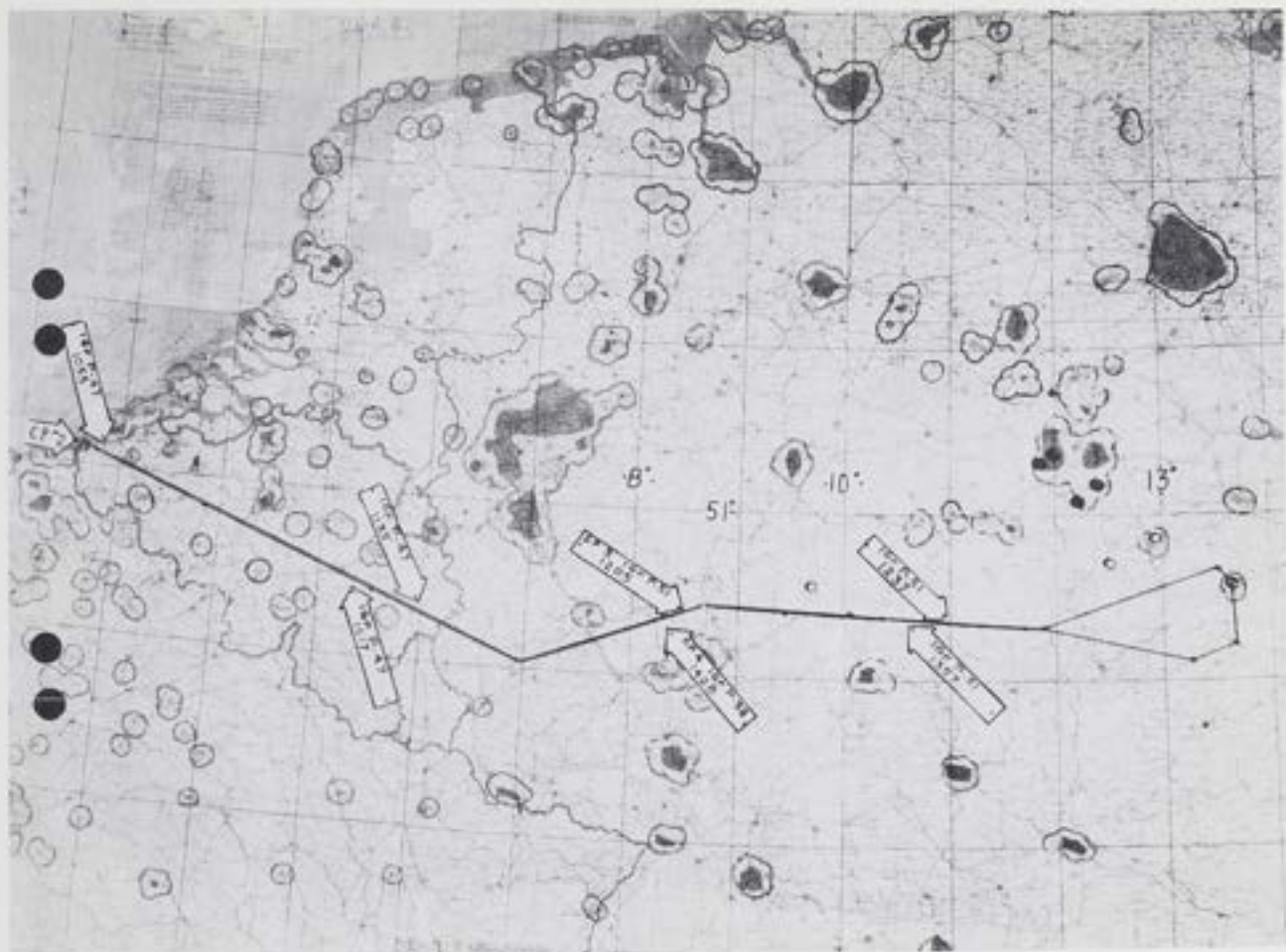


Briefing

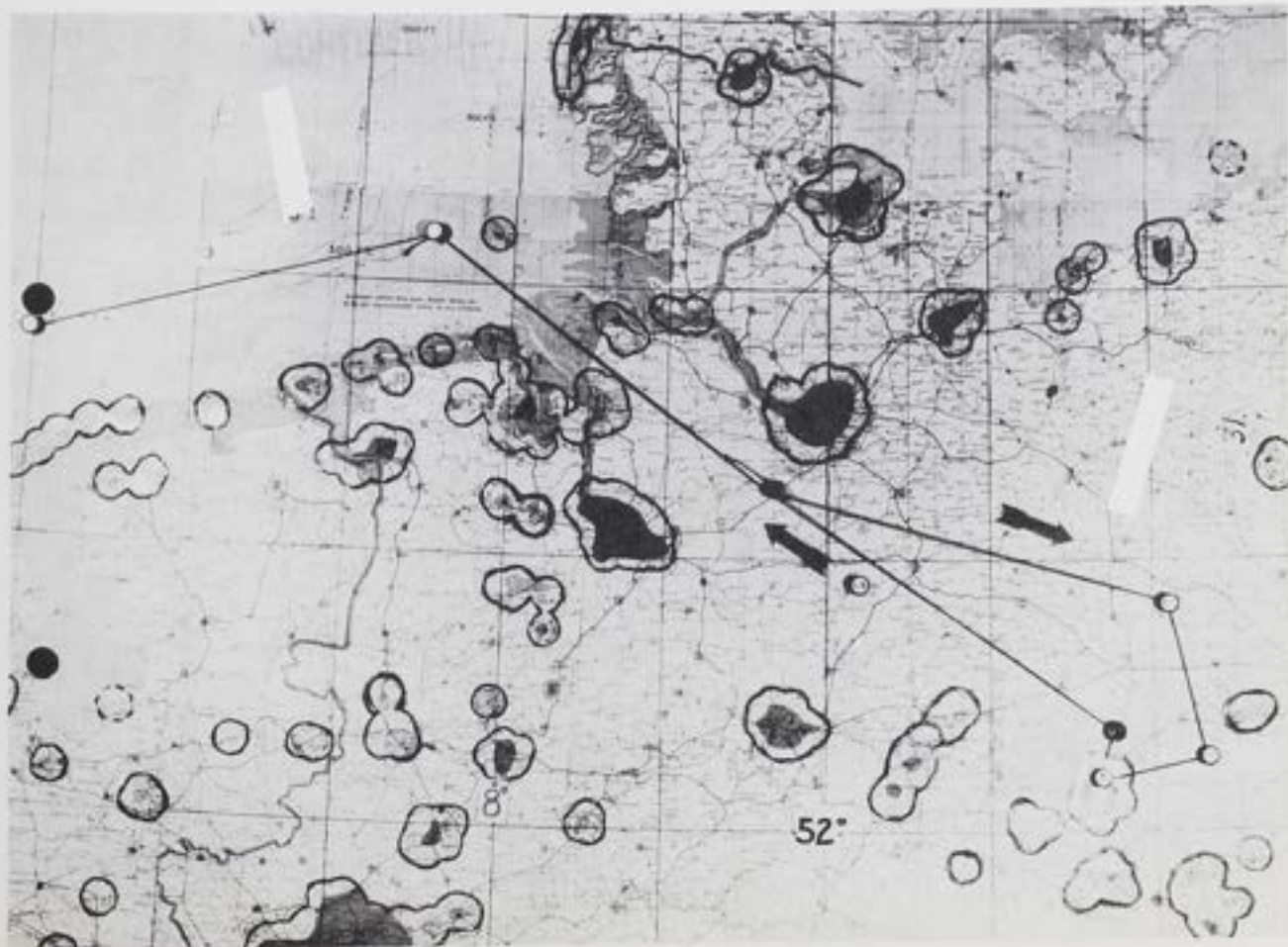


TYPICAL TARGET MAPS SHOWING ROUTES, FLAK





INSTALLATIONS, FIGHTER SUPPORT, ETC.





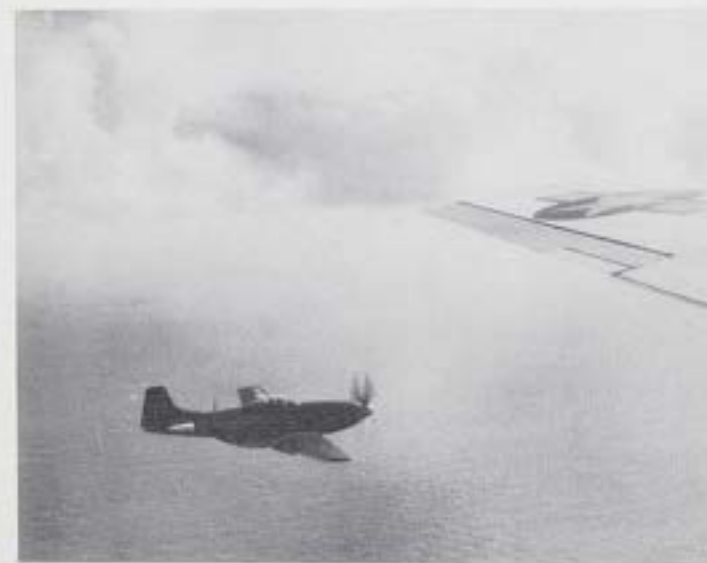
Briefing over—to the planes



A last smoke before take off



Lined up for take off



"The little friends"—P-51 Fighter protection



Contrails at altitude made formation difficult



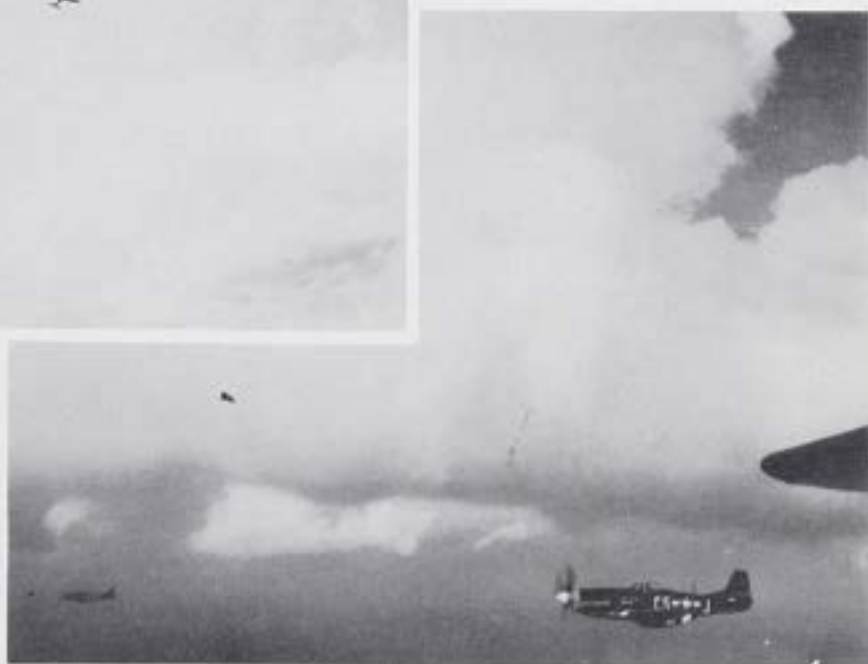
The formation heads out over the North Sea



Enemy fighter after attacking Lt. Head's plane—the cameraman should have had a gun.

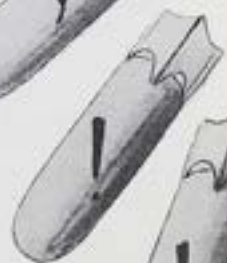
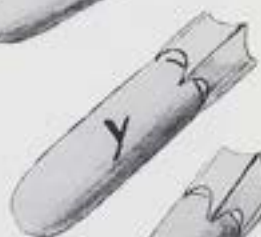
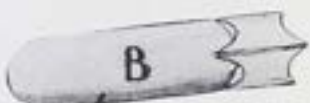


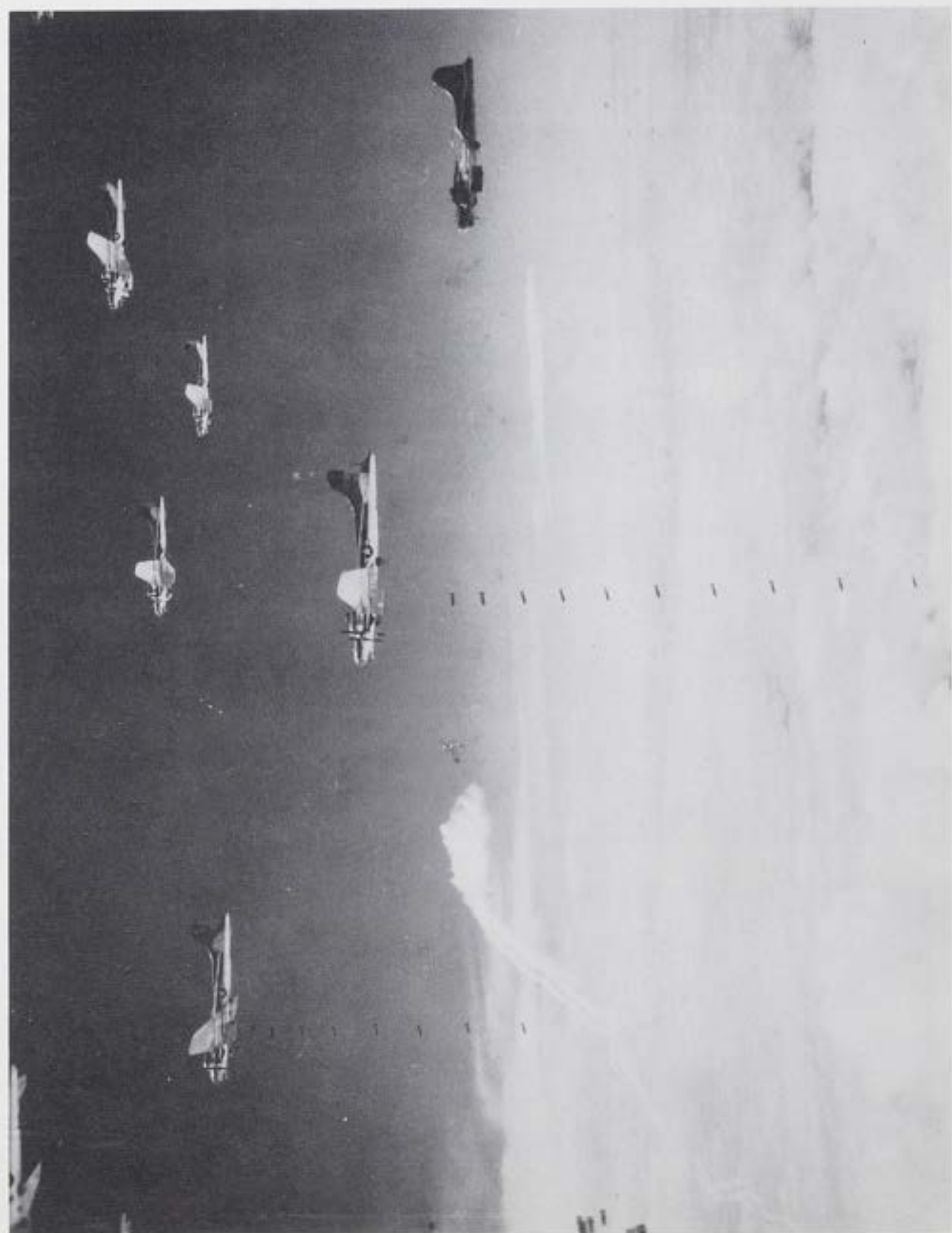
Fighter protection



Enemy fighter going down











Over Norway



Heading Home

SWEATING THEM OUT . . .



From a Bomb Shelter



From the Tower - -



Hoping there will be no trouble



Return from the planes



Had breakfast 12 hours ago



It's good to be back



Ready for Interrogation



Interrogation

STRIKE

PHOTOS





Giebelstadt—Sept. 10, 1944—20,000 feet



Liege—May 11, 1944—21,000 feet



Darmstadt—Sept. 13, 1944—24,000 feet



Berlin—Aug. 6, 1944—25,000 feet



Paris—Dec. 31, 1943—24,000 feet



Paris—Dec. 31, 1943—24,000 feet



Metz—May 1, 1944—19,000 feet



Merseburg—July 29, 1944—25,500 feet



Hamm—April 22, 1944—23,000 feet



Paris—Sept. 15, 1943—21,000 feet



Frankfurt—Oct. 4, 1943—25,000 feet



Onsbbruck—May 13, 1944—23,000 feet



Rheine—April 8, 1944—20,000 feet



Berlin—Oct. 6, 1944—26,300 feet



Chartres—March 2, 1944—21,000 feet



Regensburg—Feb. 2, 1944—18,000 feet



Magdeburg—July 5, 1944—25,000 feet



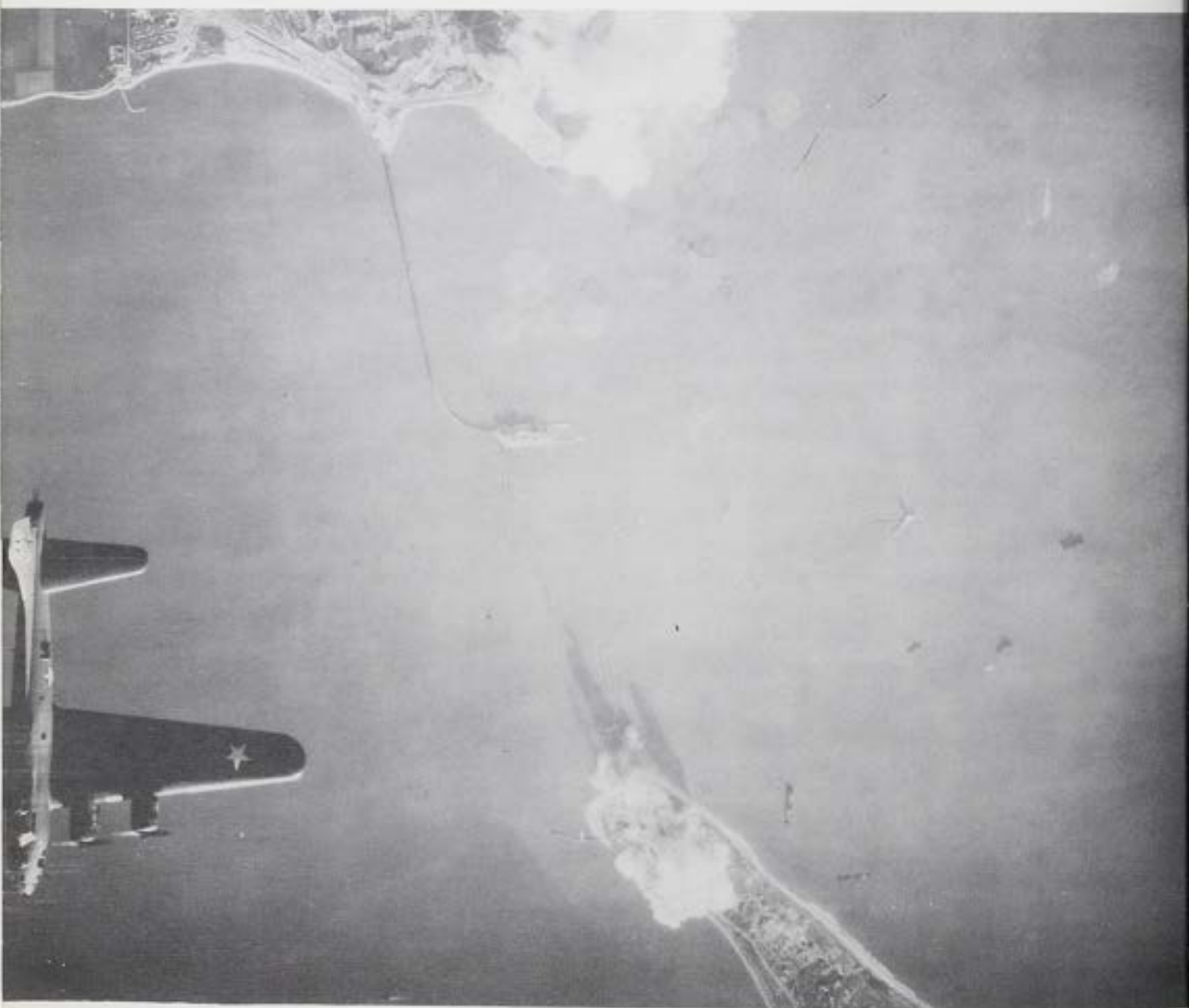
Berlin—April 29, 1944—26,000 feet



Ludwigshafen M/Y—Nov 5, 1944—26,000 feet



Berlin—Oct. 6, 1944—26,000 feet



La Pallice—Sept. 16, 1943—21,000 feet



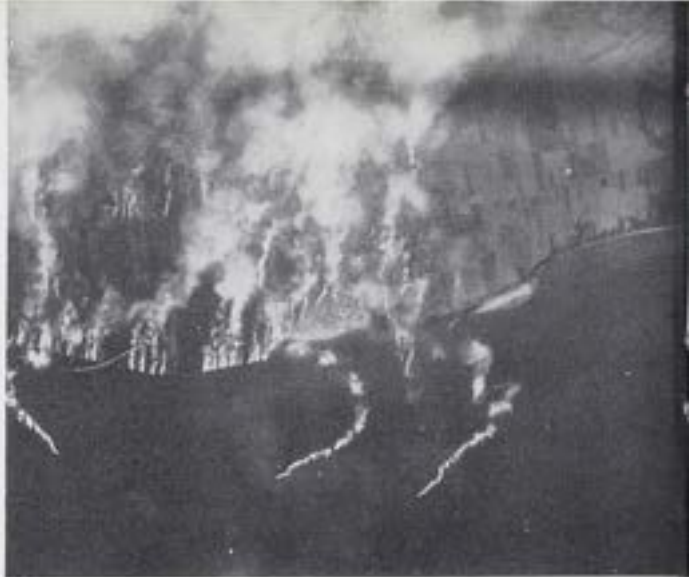
Merseburg—July 29, 1944—26,000 feet



Politz—Aug. 25, 1944—24,200



Berlin—Oct. 6, 1944—26,000 feet



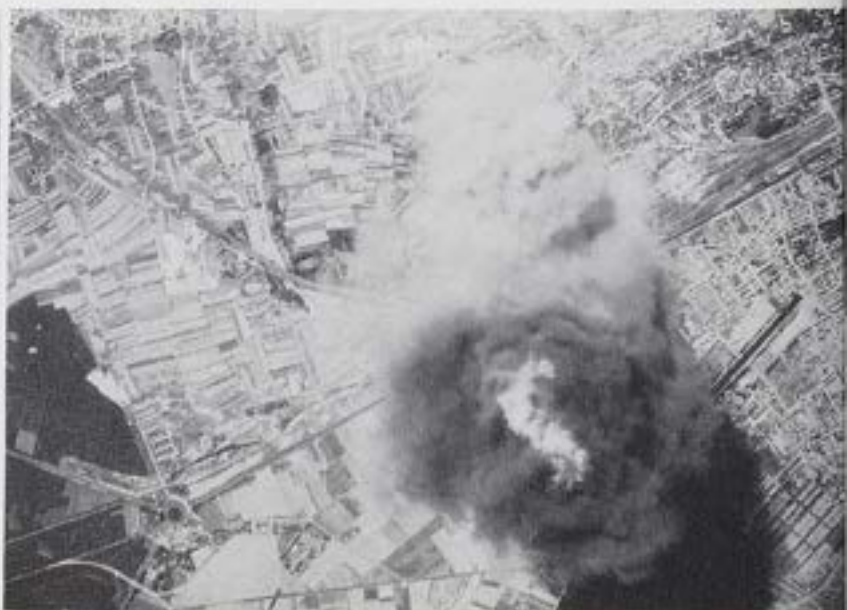
Gdynia—Oct. 9, 1943—23,000 feet



Munich M/Y—Feb. 25, 1945—26,000 feet



Liege—May 25, 1944—21,000 feet



Mulhouse—Aug. 11, 1944—19,300 feet



Juvincourt—May 9, 1944—20,000 feet



Ansbach—Feb. 23, 1945—14,000 feet



Brux—May 2, 1944—22,000 feet



Dillenburg—Sept. 19, 1944—24,000 feet



Munich—June 31, 1944—24,000 feet



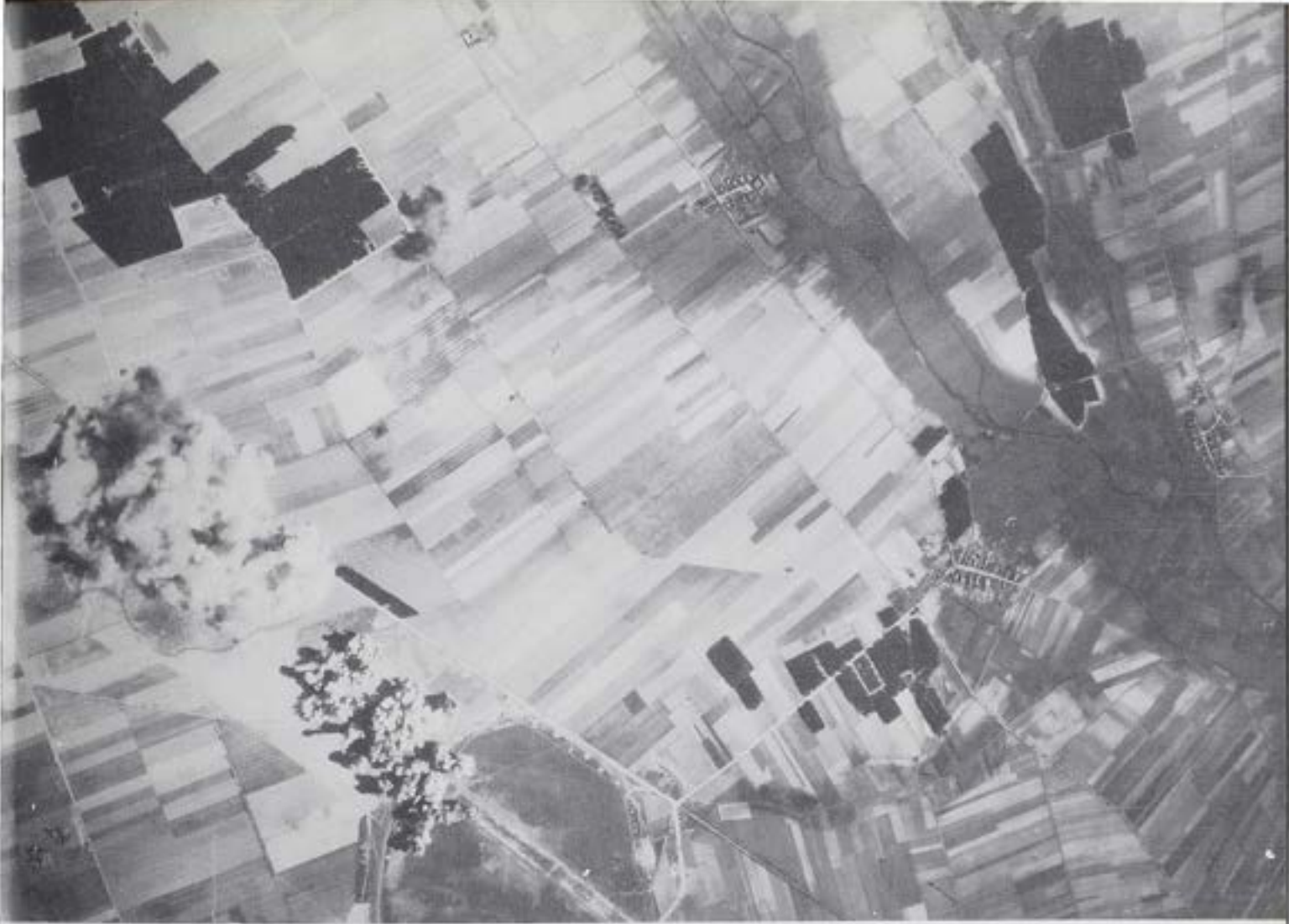
Berlin



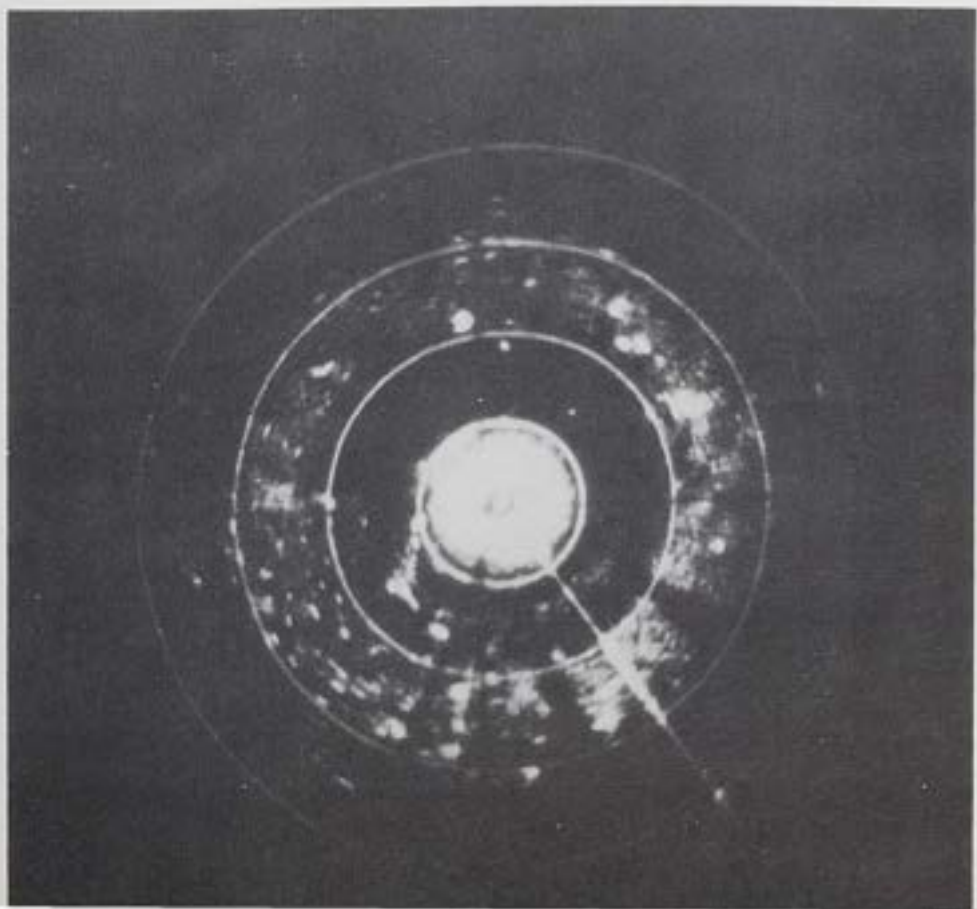
Berlin—March 6, 1944—20,000 feet



Schweinfurt—Oct. 14, 1943—21,000 feet



Zerbst A/F—April 10, 1945—20,000 feet, and, below,
the mickey scope of this bombing





Bremen—Oct. 8, 1943—23,000 feet. Note effective use of smoke pots.



Bremen—Oct. 8, 1943—23,000 feet. Note the bombs dropping.



Strike Photo of Munster raid on October 10, 1943 from 22,000 feet, and, below, The Combat report of the Mission.

KDE V SNT NR 38
US LIST S Y 10TH 5 D-P
FROM 10TH 111430A
TO PNT - ATT: A-2
BRP -
NCH
LIST S ATT: B-2
EXEMPT RAT

- AUTHORITY LT. COL. WOODCROSS 0-97-0

3RD BOMB DIVISION INTELLIGENCE NARRATIVE REPORT MISSION-

MUNSTER - 10 OCTOBER 1943

DIVISION FORMATION AS FLOWN- 13H CXXXX 13TH CW
95TH
100TH
390TH
45TH CW
96TH
388TH
4TH CW
94TH
385TH

B-1

THE MOST VIOLENT AND CONCENTRATED ATTACK YET MADE ON THIS DIVISION BY E/A WAS ENCOUNTERED ON THIS MISSION. E/A ENGAGED TOTALLED BETWEEN 200 - 250 PLANES, MOSTLY FW 190S RE 109S JU 88S, RE 210S AND RE 190S. THE CONCENTRATED ATTACKS, FROM THE IP THROUGH THE TARGET UNTIL FIGHTER ESCORT WAS PICKED UP, LASTED FOR ABOUT 45 MINUTES. ATTACKS FROM EVERY CLOCK POSITION, HIGH LOW AND LEVEL, APPEARED TO HAVE A DEFINITE METHOD. E/A APPROACHED IN GROUPS, ATTACKED ON THEIR OWN IN FORMATIONS OF FROM 3 - 6 PLANES AND FLEW LEVEL AND

STRAIGHT AT THEIR TARGETS. THE ATTACKS WERE PRESSED UP TO 50- 75 YARDS THIN E/A TURNED, TOOK VIOLENT EVASIVE ACTION AND KEPT COMING BACK IN FOR THE ATTACK. THE ATTACKING E/A SHOWED DEFINITE TENDENCIES TO CONCENTRATE ON ONE GROUP AT A TIME EVEN TO THE POINT OF FLYING THROUGH THE LEAD GROUP AXXX TO ATTACK THE LOW (100TH). AFTER CONCENTRATING AND DISPOSING OF THE 100TH GROUP, THE ATTACK WAS SWITCHED TO THE 390TH, THEN TO THE 95TH (ESPECIALLY THE LOW SQUADRON). THE 100TH GROUP RECEIVED THE FIRST ATTACK AT 1453 HOURS AT 51-45N 07-12E. ATTACKING A/C WOULD FLY PARALLEL TO FORMATION, OUT OF RANGE IN GROUPS OF 20- 40 STACKED IN ESCHELON DOWN FOR FORWARD ATTACKS. THEY WOULD PROCEED ON AHEAD OF THE FORMATION AND THEN FEEL. FEEL IN ONE OR TWO XXX TWO AT A TIME ATTACKING THE LOWEST MEMBERS. MANY BEAR ATTACKS FROM 4-8 O'CLOCK WERE RECEIVED BY GROUPS OF 20-40 E/A AT A TIME. AT THE TIME THE FIRST HIT THE 100TH GROUP FORMATION WAS AVERAGE. TWO MINUTES AFTER THE CONCENTRATED ATTACK BEGAN THE FORMATION WAS WELL BROKEN UP AND IN SEVEN MINUTES THE ENTIRE GROUP WAS COMPLETELY DESTROYED OR DISPERSED. AT A POINT BETWEEN THE IP AND THE BOMB RELEASE LINE THE GROUP LEADER OF THE 100TH RECEIVED HITS FROM BELOW WHICH CAUSED FIRES IN THE RADIO COMPARTMENT AND NO. 3 ENGINE. AFTER PASSING THE BOMB RELEASE LINE, HE DROVE OUT OF FORMATION HIS NO. 4 AND NO. 3. WING MEN PULLED OUT OF FORMATION AND FELL IN UPON THE SECOND ELEMENT, ACCORDING TO PRESCRIBED PROCEDURE. IT WAS AT THIS TIME THAT THE GROUP FORMATION BECAME ENTIRELY DISPERSED. SIX 8-177S OF THE 100TH GROUP LEFT THE 13TH CW FORMATION APPARENTLY UNDER CONTROL BETWEEN 1530- 1540 HOURS. THE FIGHTERS APPEARED TO STAY OUT OF RANGE, METRO FIRING AT FORMATION WITH LONG RANGE GUNS, SLUNG UNDER EACH WING AND LOBINT EXPLOSIVE CANNON SHELLS FROM 200- 1500 YARDS. JU88'S ATTACKED FROM 800 - 1000 YARDS FIRING ROCKETS FROM UNDER EACH WING (2 DISTINCT PUFFS WERE SEEN FROM EACH SHIP). THEIR FORMATION REMEMBERED OUR DEFENSIVE FORMATION. A NEW FEATURE WAS THE APPEARANCE OF EMERY BOMBERS. FLYING PARALLEL TO OUR FORMATIONS AT 1500 YARDS, FIRING ROCKET GUNS. THESE E/A WERE DO 217 AND DO 215.

B-2

MEAGRE, INACCURATE FLAK OBSERVED BY ONE GROUP FROM V. SCHOUWEN I.
MEAGRE, INACCURATE FLAK ENCOUNTERED 8 FROM SOUTHERN DEFENSE OF
ROTTERDAM, MODERATE INACCURATE FLAK WAS OBSERVED FROM EMMERICH.
SIX INACCURATE UXK BURSTS OBSERVED FROM VESSEL, THE HEAVY AA FIRE WAS
INTENSE, ACCURATE AND DAMAGING ON SOME GROUPS STARTING AT DORSTEN
XXX AND WAS CONTINUOUS THROUGH THE TARGET AREA. TYPE OF FIRE CONTROL
SEEMS TO HAVE BEEN PREDICTED CONCENTRATIONS AND CONTINUOUSLY POINTED
FIRE. MEAGRE, FAIRLY ACCURATE FLAK WAS ENCOUNTERED AT TWENTY A/D
MEAGRE, ACCURATE CONTINUOUSLY POINTED FIRE WAS ENCOUNTERED
IN THE VICINITY OF HILVESUM AND FROM THE SOUTHERN DEFENSES OF
SCHIPHOL A/D. MEAGRE, INACCURATE FLAK WAS OBSERVED FROM KATWIGHAAN
ZEE AND IJMUIDEN, ON LEAVING COAST.

9-3

29 A/C OF THIS DIVISION ARE MISSING AS FOLLOWS:

GROUP	A/C NO.	DETAILS	REMARKS
95TH	28817	LOST AT RALLYPOINT GOING DOWN 1 ENGINE FEATHERED	- 10 CHUTES
	497	BLEW UP JUST BEFORE MEETING FIGHTER ESCORT ON WAY OUT	- 2 CHUTES
	272	OXYGEN SYSTEM SEEMED TO BE ON FIRE DOWN JUST AFTER TARGET	- 10 CHUTES
	273	BLEW UP JUST BEFORE TARGET.	- NONE
	986	REPORT GOING DOWN ON FIRE JUST BEFORE TARGET	- 5 CHUTES
90TH	830	HIT BY FLAK AND DOWN BETWEEN IF AND TARGET	- NONE
	090	NO. 1 ENGINE OUT, LEFT WING ON FIRE, DOWN ON BOMB RUN	- NONE
	047		
	725		
	087		
	723		
	229	NO DEFINITE INFORMATION ON THESE	
	433	A/C, ALTHOUGH FIVE REPORTED LOST	
	237	AFTER TARGET, ONE REPORT INDICATES	
	023	FIVE WERE LOST THROUGH A COLLISION	
	734		
	823		
790TH	426	LAST SEEN DROPPING FORMATION JUST BEFORE TARGET	- NONE
	515	NO. 1 ENGINE OUT AND DOWN WITH WING ON FIRE.	- 2 CHUTES
	302	NO. 4 ENGINE ON FIRE NEAR DORSTEN A/C GOING DOWN	- 2 CHUTES
	262	HIT BY ROCKET NEAR GRONAU AND BLEW UP	- 5 CHUTES
	328	HIT BY ROCKET ROCKET TAIL CAME OFF PLANE BROKE IN TWO	- NONE
	826	SEEN GOING DOWN BETWEEN IF AND TARGET DROPPED BOMBS	- 5 CHUTES
	415	PLANE 328 WHICH HAD BEEN HIT COLLIDED WITH AND KNOCKED THIS A/C DOWN NEAR SAEPRECK	- NONE
	265	DOWN NEAR ENGLISH COAST ON RETURN TRIP	- 2 CHUTES

96TH 516 DOWN JUST AFTER IF - 10 CHUTES

388TH 898 DOWN OVER TARGET JUST AFTER BOMBS
AWAY HIT BY FLAK AND FIGHTERS - NONE

385TH 579 REPORTED GOING DOWN AT 52-15N
DELETE THAT LAST LINE DELETE ALAY LINE DELETE LAST LINE

385TH 155 KNOCKED DOWN BY FLAK ON BOMB RUN - 10 CHUTES
579 REPORTED GOING DOWN AT 52-15N
07-02Z OUT OF CONTROL - 10 CHUTES

CAREFUL ANALYSIS OF LOST PLANES INDICATES THAT 13 A/C WERE LOST
BEFORE TARGET AND 16 BOMBED TARGET BEFORE BEING LOST.

9-4 NONE

9-5 NOT ABXXXX AVAILABLE

9-6

NUMEROUS BARGES IN WALK RIVER JUST EACH OF HOLLAND COAST.
ROTTERDAM HARBOR FULL OF SHIPPING, NEW CONSTRUCTION INCLUDING TV
R/VX. A/C OBSERVED BURNING ON RUNWAYS AT A/D WEST OF
RHEINE AND ALSO AT HANKAMP, RUHR CALLET EFFECTIVE SMOKE SCREEN.
BARRAGE BALLOONS 5- 8,000 FEET IN RUHR; 18 - 20
BALLOONS REPORTED 10 - 15,000 FEET AT VESSEL.
OIL TANKS OBSERVED AT DORDRICH.
MANY LARGE

OIL STORAGE TANKS SEEN AT 51-54N 04-20E.
ACTIVITY AT CAMOUFLAGED A/D AT 51-47N 05-32E
S/W E/W AND N/E RUNWAYS WITH BUILDINGS TO THE NORTHWEST.
CAMOUFLAGED A/D AT 52-05N 15-11E 14-00E WOODED DISPERSAL AREAS
RUNWAYS EXXXXX E/W N/D AND ONE N/W - S/E.
LARGE CAMOUFLAGED A/D AT GORINCHEM
AZD OBSERVED AT HERTOGHENBOCH AND ALSO ONE 4 MILES SOUTH OF GRAVE
(APPARENTLY CAMOUFLAGED)
B-17 NO. 545 WITH AY-L MARKINGS ON FUSELAGE- NO MARKS ON TAIL-
JOINED FORMATION JUST PAST TARGET, TURNED BACK AT 52-15N 07-07E.
NUMEROUS BARGES ON THE RHINE AT VESSEL.

9-6

ME 109 SHOT AT PARACHUTES FROM OUR A/C NO. 155
A/C 354 SHOT AT RADAR ON AXE RADIO TOWER NEAR IJMUIDEN AND GUNS NEAR
XXXXXX THE TOWER RETURNED FIRE.
LARGE PIECE OF METAL FROM ROCKET PROJECTILE RECOVERED FROM THE WING
OF A/C OF 388TH GROUP. DIAMETER OF ROCKET MAY HAVE BEEN MORE THAN
12 INCHES. J88 OR ME 110 REPORTED ABOVE THE FIELD AT FRANKINGHAM
JUST AFTER TAKEOFF.

9-7

AT MONSTER THE BOMBING PATTERN WAS VERY CONCENTRATED AND RESULTS CAN
BE ONLY ESTIMATED. THE PATTERN COVERS AN IRREGULAR AREA TWO
THOUSAND YARDS WIDE AND THREE THOUSAND TWO HUNDRED YARDS
LONG. IT COVERS ALMOST THE ENTIRE PART OF THE OLD TOWN, AND
AREA JUST SOUTH OF THE EAST END OF THE ALKE ADJOINING THE CITY, AS
THE HEAVILY BUILT AREA JUST NORTHEAST OF THE MAIN RAILROAD STATION.

9-8

REQUEST FORM 22-11 20 MM ON B-175

9-9 TO FOLLOW E

WFO

O

TOD 1735A DCJ AR
KNE R 11/1735A JS AR

MISCELLANEOUS MISSION REPORTS

BLITZ WEEK

On July 24th, 1943, the 8th Air Force started a special drive against the enemy. In seven days, six of the most grueling of all combat missions were flown. It was only the lack of airplanes and stamina of air and ground crews that prevented additional missions.

The 388th was a new group but they went through Blitz Week with the older groups. But the price was heavy in men and planes. Nine of the Group's original crews were lost in action, one crew had ditched safely, two planes were salvaged upon return to England and all planes received battle damage. As a result of such terrific strain the air crews were tired, they hated war, they all said they had had enough; but all were willing to fly the next day. Those crewmen were dead serious, they were there for business.

How about the ground crews? At no time since has such work been done by a group of mechanics. As the planes came back all shot up, the mechanics and specialists went to work and worked on a plane until it was

ready to fly again, then worked on another plane. Tools and equipment were inadequate, supplies were scarce and men were inexperienced. All those put together by Americans spells success. And those linemen were the toast of the Group that week. Not only were they doing a job well, but they were accomplishing miracles. In addition, other members of the ground forces were doing a wonderful job under fire. Cooks, truck drivers and administrative personnel are just as important as any one else, and all had a job to do.

There was no resting at Knettishall during Blitz Week, but that week the boys at Knettishall could see the future before them and from then on Knettishall was an organization.

The raids of Blitz Week were:

- 24th—Bergen, Norway
- 25th—Wustrow, Germany
- 26th—Hanover, Germany
- 28th—Oschensoben, Germany
- 29th—Warnemunde, Germany
- 30th—Kassel, Germany

6 September 1943

Mission # 19

Target: STUTTGART

Twenty four a/c took off by 0547 and effected the Group and Wing formations without difficulty, and the briefed course was followed throughout. 1 of our ships aborted because of mechanical failure. 2 of the spare ships returned when the formation remained filled without them. 21 a/c proceeded to the target but only twenty bombed Stuttgart, for # 289 went down just before bombs away. Bombing was poor. A heavy cloud cover was over the target. Several targets of opportunity appeared but as we were flying the low group to the 96th Group's lead, our lead bombardier dropped on their target.

Fighter opposition on this raid was the strongest encountered in this Group's history. The Group formation was threatened with extinction. Enemy fighters, three at a time barrel-rolled through our formation. Every time this tactic was used it seemed that a Fortress was disabled, destroyed or forced out of formation where it fell easy prey to hordes of fighters standing by for such an advantage. The planes of our lead element flew an especially tight formation. The waist gunner of the lead ship reported that he could have touched the wing tips of the right hand wing ship. Nevertheless

an enemy fighter knifed between the lead and the left hand wing ship, barely evading collision. Immediately upon this attack the Bombardier's and the Pilot's compartments burst into a mass of flames and the ship went down out of control. Before the fighter had gone 100 feet it was destroyed by our guns.

More than 100 German fighters attacked our Group which desperately repelled attack after attack for several hours. Our low (563rd) Squadron was completely wiped out.

Enemy aircraft included FW 190s, ME 109s, ME 110s, ME 210s, JU 88s and JU 87s. On the route in, 7 e/a attacked at 0825 hours near Cambrai, but these were dispersed by the fighter escort. The first large concentration of fighters were encountered near the IP. The attacks were very intense from that point to the target, decreased over the target but regained intensity in the vicinity of the RP. Eventually the tempo of the attacks decreased but the opposition continued til Berney was reached on the way out.

The first heavy attack consisted of fighters being two or three miles in front of the formation and then coming in level from 11 o'clock to 1 o'clock. For the first five minutes, while

our low squadron was still in existence, the attack momentarily assumed a "traffic pattern," attacking mostly from the left at 11 o'clock. They trailed each other in, slightly stepped up, at about 20 second intervals. At 300 to 400 yards they would start their roll, make their pass at the lead squadron and out. After the low squadron was eliminated the traffic pattern was shifted over to the right. Some attacks were pressed as close as 50 to 75 yards.

Eleven of our A/C are missing and Lt. Krueger was killed and his Co-pilot, Lt. Mayfield, was seriously wounded by a 20mm. burst in the cockpit. His waist gunner, S/Sgt. R. Hill, was also seriously wounded. As many details as are available follows:

942—Bowen—Nothing available.

378—Roe—Nothing available.

423—Cunningham—Nothing Available.

234—Miller—Nothing available.

478—Beecham—Nothing available.

222—Kramer—Last seen going down out of control in a steep dive. He was on the way back but the position is not known.

289—Wick—Just before bombs away at Strausburg it was in flames but 4-7 chutes were seen.

201—Melville—Fire in the nose and the # 4 engine. 3-6 chutes were seen as the plane went down just beyond Strausburg.

203—Mohr—Disappeared south of Paris, apparently out of control.

293—Karnezis—Last seen just after Strausburg, apparently heading for Switzerland.

349—Wilken—A large fire started in the nose from a 20mm. explosion. Down near Paris.

Our Group claimed 23 e/a destroyed and many others probably destroyed and damaged. The confirmed score was 15-7-1.

Little or no flak was encountered before reaching the city of Stuttgart. At Stuttgart meager flak was encountered but this was low. Between Stuttgart and Strausburg accurate meager to moderate flak of continuous following variety was encountered. Major Satterwhite was Group Leader; Lt. Jarrendt, Lead Pilot.

On September 7th the following message was received from the Commanding General of the 8th Bomber Command: "The 388th Bombardment Group suffered heavy loss yesterday. The spirit of the Group in bearing those losses and coming back with fighting hearts is a matter of great gratification to me. I wish that you would give the Group commander my commendation to the 388th Bombardment Group for their excellent spirit and their confidence in the greatness of the task they are now performing. Signed Eaker"—the message was indorsed by Colonel LeMay, commander of the 4th Combat Wing, who added his own congratulations of the Group.

Yes, at that time our crews were flying another combat mission.

6 March 1944
Group Mission No. 76
Target: Berlin

The 388th furnished an A group and the lead and low squadrons of a B group which was completed by the 452nd Bomb Group. These formed the 2-group A 45th Combat Wing, the last wing in the 3rd Division formation, the second division over Berlin. Our assigned target was the subsidiary plant of the Robert Bosch Electrical Equipment Factory at Stuttgart, located in the southwestern portion of Berlin. The 1st and 2nd Divisions were assigned

targets in the southern and eastern sections of the city. In all, 504 B-17s were dispatched plus 226 B-24s. Of these, 474 Fortresses and 198 Liberators attacked German targets, dropping 1,199 tons of G.P. and 450 tons of IB, with generally poor results. The bomb forces were escorted by 19 groups of USAAF fighter planes. 3 of the P-47 groups flew a second sortie. Further support by 2 squadrons of RAF Mustangs.

	Losses	Claims	
1st Bomb. Division	18	41-24-45	
2nd Bomb. Division	16	5-0-0	
3rd Bomb. Division	35	47-20-21	
13th Combat Wing	24	93-48-66	(Total claims)
45th Combat Wing	9		
388th Bomb Group	7	4-5-0	
	69	(68 confirmed lost)	
ASAAF fighters	11	82-9-32	
	80	175-57-98	

33 of our ships were airborne between 0751 and 0824 hours. 7 of these aborted for mechanical reasons. Formations were effected without difficulty and the aircraft proceeded to the target. The lead A/C of our A group aborted over Cambridge and the deputy lead took its place. And the groups changed position, B group taking the lead of 45th CW "A". The briefed route was followed until the formation reached the vicinity of Berlin. Instead of attacking the assigned target, the formation continued to the south, making a left turn and circling completely around the outskirts of the city from West to East and thence to the North. The B group bombed Oranienburg on Northern outskirts of Berlin. Strike photos show hits in the residential section of the town between the marshalling yards and the Oranienburg Canal just east of the Heinkel Plant at Annahof. The A group, following, did not drop its bombs on that target but attacked Wittenberg, northwest of Berlin. Bombs were away at 1407 hours from 19,400 feet while on a magnetic heading of 279 degrees. Strike photos show a tight pattern in the center of the factory area of a priority textile works located on the banks of the Elbe River, just east of Wittenberge. Reconnaissance photo shows that the target was the Kurmarkische Zellewolle factory, three of whose four building groups received direct hits from our 16 bombers.

The wing formation then proceeded to make good the briefed course on the return route. Eighteen of our F/Os landed at base at 1646 hours, and F/O Dopko landed at 1745 hours after hitting the deck in the target area and returning alone to England. Seven of our A/C failed to return.

Approximately 15 to 20 FW 190s were first met on the route into the target in the vicinity of Dummer Lake. The attacks, which started at 1200 hours, lasted until 1220 hours, were mainly directed at the groups ahead. No serious enemy fighter attacks were again encountered until the formation was again in the same area on the return route. Here the same number of FW's plus several ME 109s pressed home vicious, daring attacks for 30 minutes. It was from these encounters that six of our A/C were lost. The seventh was lost when one of our

crippled ships collided with it. Attacks were from all clock positions but mainly from 10 to 2 o'clock high, with E/A coming in line abreast and diving through the formation. Two to six E/A in line astern would also attack from the nose high. Crew members report that the 20 mm cannon which were used exclusively fired both incendiary and time-delay shells. Many bombers shot down were observed to burst into flames immediately after attacks by the enemy fighters.

Inaccurate scattered flak was encountered from Amsterdam, Quakenbruck and Vechta. In the Berlin area an intense barrage was seen over the center of the city. Over the outskirts of the capital flak was continuous following, accurate and intense. Approximately ten rockets were observed from the ground defenses at Berlin.

Seven crew members were wounded during the mission, one of whom, Tech. Sgt. Sartin, died in the hospital.

Lt. Col. Hayes led the A group (45th CW officer); Captain Job of the 388th led the B group.

At interrogation of Lt. B. K. Land's crew several instances of conduct beyond the call of duty were revealed. A/C 907 was flying in No. 3 position, lead element, low squadron, was violently attacked by enemy fighters at 1200 hours on the route to the target.

In one attack by an FW 190 the ship was racked by 20mm. shells which knocked out an engine, damaged rudder and controls, hit oxygen lines, thereby forcing the plane to return alone. In this attack Sgt. Sartin was fatally wounded. The LWG, Sgt. H. E. Kellner, was wounded but continued on his guns and is credited with destroying the attacker. The TG, Sgt. C. S. Momeyer, was badly wounded in legs and face but continued at his guns while the attacks persisted and is credited with damaging an e/a on a later attack. He later crawled back to the waist to assist the wounded waist gunners. . . . Lt. Land brought the plane back safely, constantly losing altitude and taking evasive action against flak, receiving excellent fighter support until near the coast.

From DAILY BULLETIN NO. 69, dated 9 March 1944

"3. The following TWX is quoted for the information of all concerned from Gen. LE MAY, Commanding General, 3rd Bombardment Division:—
QUOTE. THE CREWS OF THE 45TH COMBAT WING DELIVERED A PUNISHING BLOW TODAY TO THE MORALE OF ALL GERMANY. IN SUCCESSFULLY PUTTING BOMBS ON THE ENEMY'S CAPITOL AND HIS VITAL PLANTS THEY FURTHERED THE WAR EFFORT MORE THAN ANY OF US CAN ADEQUATELY EVALUATE AT THE PRESENT WRITING, THE MAJOR PART OF THE HURT TO THE 3RD DIVISION FORCES FELL ON THE GALANT CREWS OF THE 96TH, THE 388TH AND THE 452ND BOMB GROUPS. THE SPIRIT AND FIGHT THESE UNITS DISPLAYED TODAY MADE IT EASIER ON THE OTHER TWO WINGS WHO WANTED TO SHARE THE BRUNT OF THE BATTLE WITH THEM. CONVEY TO ALL THE OFFICERS AND MEN WHO PARTICIPATED MY DEEP ADMIRATION FOR THE COURAGE AND DETERMINATION WITH WHICH THEY PUSHED THE AIR ATTACK INTO THE HEART OF THE ENEMY'S TERRITORY AND BLASTED BERLIN. SIGNED LE MAY UNQUOTE."

16 September 1943
Target: BORDEAU, FRANCE
Mission No. 23

The long trip to Bordeaux around the coast of France called for capacity gas. The delay in refueling prevented many planes from making the formation and only 16 planes made the assembly. Briefed course was followed but primary, secondary, and last resort targets were covered by clouds. A target of opportunity was finally chosen at La Palice and bombing was excellent.

Fighter opposition varied along the route and 20 to 25 fighters were encountered.

At the southwest coast of England weather broke up the formation and only six planes returned to the base.

One aircraft was forced to ditch on the east coast of England after not being able to find landing. Two men were killed, one seriously injured, and the rest safe.

Another aircraft which became separated, and after two near collisions in the clouds had to let-down because of fuel shortage. As they broke through a cloud they hit a hill and finally landed on a river bed. One man was killed, two seriously hurt, and another, who fell out of the tail just after the plane hit the hill was dazed but not seriously hurt.

A third plane crashed in Southwest England and all aboard were killed.

The remaining seven planes landed at various fields throughout England and returned to Knettishall the following day.

The results were definitely discouraging especially as it had come so close on the heels of the Stuttgart raid and a Paris raid which had cost two planes. Lady fortune had not been smiling on the 388th.

12 May 1944
Target: BRUX, CZECHOSLOVAKIA
Mission No. 111

This group furnished an A and B group which were lead and low respectively of the 45th C Combat Wing. Forty-two of our ships plus two PFF A/C were airborne by 0807 hours. The 45th and 13th Combat Wings attacked the synthetic oil plant at Brux. Seven of our a/c aborted because of mechanical difficulties, and 1 a/c of the A group returned because it was a scheduled abort. Visibility was perfect at the target. The PFF a/c of the A group encountered a malfunction on the bomb run and held his bombs. The group leader, Lt. Col. Henggeler, decided to make a second bomb run. Just as the formation was about to leave the target area the number three ship in the second element of the lead squadron suffered a direct flak hit in the bomb bay which caused the bombardier to salvo his bombs. Most of the other aircraft in that group dropped on this release. Consequently the group leader decided not to make a second run and proceeded to the RP.

The B group attacked the target with excellent results. Hits were seen on the MPI and surrounding buildings. Thirty-two a/c landed safely at base at 1710 hours. Two ships made emergency landings at other bases; their crews were reported safe. One aircraft is missing which went down at 1238 hours after an

attack by a wave of ME 109s. Its crew members were seen to bail out.

Flak was encountered at Koblenz, Schweinfurt and over the target. Several ground rockets were seen in the target area.

At 1225 hours in the vicinity of Frankfurt the formation was attacked by 50 to 75 FW 190s and ME 109s. The attack which continued for approximately 35 minutes were from all clock positions and many mass saturation attacks were also made. They attacked the formations ahead and followed on through the formation ahead to attack ours. Several e/a were seen to crash into B-17s of the formation ahead. These e/a were striped similarly to our own fighters.

Some air to air bombing was observed but were not identified as coming from any particular plane.

At 1425 hours after the formation left the target area and was in the vicinity of Chemnitz, about 40 ME 410s attacked from the tail and used rockets before closing in with cannon fire. They seemed to throw all caution to the wind and came much closer than t/e fighters usually do.

Captain Trauth was leader of our B group; Captain Baum was lead bombardier.

20 June 1944
Target: MADGEBURG
Mission No. 143

The 388th dispatched two groups for this mission. They flew lead and low position in the

45th A Combat Wing's formation. The 45th led the 3rd Division.

Nineteen a/c plus two PFF a/c of the A group, and 21 a/c of the B group were airborne between 0400 and 0453 hours. Three from each group returned early as spares. Two a/c of the B group also aborted after colliding in midair at 5310 N — 0400 E.

No difficulty was encountered in assembling as the formations proceeded to the target, following the briefed course on both penetration and withdrawal. Practically CAVU conditions prevailed at the target, which was the Madgeburg (Rotensee) synthetic oil plant. It was attacked visually by both groups. Bombs were away from the A group at 0908 hours from 25,200 feet while on a mag heading of 278 degrees, and from the B group at 0911 hours from 24,000 feet while on a heading of 285 hours.

Strike photos reveal excellent bombing results and show that the A group Shacked the target, covering the MPI with bomb bursts. The pattern of the B group is slightly over the MPI with all the bombs falling in the target area.

A/C 004, piloted by 2/Lt. J. L. Patrick, was hit by flak over the target. One engine was

feathered. The A/C dropped out of formation and followed along behind and below until it disappeared from view in the vicinity of the East Frisian Islands at 1025 hours. No chutes were seen.

A/C 820 which collided with A/C 873, as recorded above, crashed in the North Sea four miles northeast of Cromer after the crew had bailed out over England. All crew members are safe. A/C 873, badly damaged, landed safely at this base without injury to the crew.

No e/a were seen during the mission.

Flak over the target was intense, accurately predicted concentration. This group suffered 100% battle damage. The 31 attacking Flying Fortresses which returned to bases here suffered a total of 358 flak holes. Meager flak was encountered from Wangerooge, Bremerhaven, Cuxhaven, Brandenburg, Luneburg Airfield, and Wittenberge.

Group leaders were Lt. Col. Hayes and Captain Davis. Lead bombardiers were Lt. Godwin of the PFF A/C with the A group, and Lt. Kotharz on the B group.

24 December 1944
Target: DARMSTADT
Mission No. 237

The largest force of heavy bombers, over 2,000, were put up by the Eighth Air Force. The 2nd Division attacked tactical targets in direct support of the U.S. First Army. The 1st and 3rd Divisions attacked GAF airfields in the Frankfurt area and 500 RAF heavy bombers attacked airfields in the eastern section of the Ruhr.

The 388th furnished five complete squadrons plus the lead PFF a/c for a sixth squadron, which was composed of 1st Division a/c. These latter ships had landed here and at Snetterton Heath. A, B, and C Squadrons were lead, high and low respectively of the 45th A Group. D and E Squadrons were lead and high respectively of the 45th B Group. F Squadron was low squadron of the 45th F Group. The 45th A Group was the 13th group in the Division column and the first on its target.

Seventy-one a/c including nine PFF a/c were airborne between 0840 and 1015 hours. All other available, flyable a/c on the field were airborne immediately following the main formation. These extra a/c flew only to the English Coast and returned. One a/c of the A Squadron returned because of mechanical trouble as did one a/c of the C Squadron.

Formations were effected satisfactorily in spite of the large number of aircraft in the air, and approximately the briefed course was followed to and from the target. As the formation crossed the battle lines, the lead ship was

hit by flak and had to leave the formation. The deputy lead then took the lead. All 45th Groups attacked the same target, which was the Darmstadt/Griesheim airfield. Weather over the target was CAVU and it was attacked visually by groups. Strike photos show the following results:

A Squadron—fair results—hit hangars and administration area on NW side of fields.

B Squadron—poor hit in NW corner of town of Griesheim, 1½ miles west of MPI.

C Squadron—poor—hit NW of field ½ mile from target.

D Squadron—poor to fair—main portion of pattern ½ mile from NW of target.

E Squadron—good—hits in factory hangar area on NW side of field.

F Squadron—no photos. Crews report all bombs in target area.

All aircraft except five returned to the base by 1753 hours. Of the five a/c that did not return to this base Lt. Laula landed safely at Bury St. Edmunds, Lts. Gladstone and Riddle landed on the Continent (all crew members are safe). Reports are incomplete on Lts. Sulkowski and Thompson, but some members of both crews have been heard from.

No e/a were encountered, although they were reported at the battle line and across the German border. Accurate, moderate, both tracking and barrage flak was encountered in the St. Vith-Stavelot area.

HEADQUARTERS
388TH BOMBARDMENT GROUP (H), AAF
APO 559

1 September 1944.

SUBJECT: Report of Operations Officer on Mission of 30 August 1944.

TO : Commanding Officer, 388th Bombardment Group, APO 559

388th "A" Group Formation:

1. *General Narrative.* The 388th "A" Group formation took off 1210-1220 and used the new type of assembly procedure. That is, the two lead ships taking off five minutes before the main Group. An instrument assembly was made to 15,000 feet. Then at 1349, the 388th "A" Group formation, leading the 45th "A" Combat Wing, the 388th "B" Group flying as low group, and the 96th "A" Group flying as high group, departed the base on course to Brandon. The rest of the wing assembly was as briefed, leaving Great Yarmouth at 1412, altitude 15,800 feet. Climb to bombing altitude was established over the North Sea and a good wing formation was maintained. The enemy coast was crossed 1527 at 25,900 feet. The route from the enemy coast to the target was as briefed and without incident. The primary target was bombed using PFF equipment. After bombing rally was effected as planned and the wing departed the enemy coast 1642 at 22,800 feet. Letdown was established over the North Sea and the 388th "A" Group returned to the base without further incident, landing 1915-1930 hours. Flak over the target was heavy and inaccurate. Friendly fighter support was excellent and no enemy fighters were seen.

2. *Aircraft Not Attacking.* Eleven A/C, plus two PFF A/C, took off as scheduled, attacked, and received sorties. Their positions in the formation, at time of assembly and over the target, are shown in the attached diagram.

3. *Aircraft Lost.* None

388th "B" Group Formation:

1. *General Narrative.* The 388th "B" Group formation took off 1210-1220 hours. An instrument assembly was made over the base to 14,000 feet. Reference is made to the above report of the 388th "A" Group for a general narrative of the remainder of the mission, which was flown in company of the 388th "A" Group formation.

2. *Aircraft Not Attacking.* Thirteen A/C took off as scheduled. One A/C failed to attack because of a release malfunction, receiving credit for a sorties however. Thus, twelve A/C attacked and thirteen sorties are credited. Their positions in the formation at time of assembly and over the target, are shown in the attached diagram.

3. *Aircraft Lost.* None.

ANDREW A. CHAFFIN,
Major, Air Corps,
Operations Officer.

From DAILY BULLETIN NO. 24, Dated 31 August 1944

"4. The following TWX from 3RD is quoted for the information of all personnel this Station:—YOUR ORGANIZATION IS TO BE COMMENDED UPON THE EXECUTION OF TODAY'S MISSION UNDER TRYING CIRCUMSTANCES. THE SHORT INTERVAL OF TIME BETWEEN WARNING ORDER AND THE TAKE-OFF REQUIRED EXCELLENT WORK ON THE PART OF THE GROUND CREWS, AND THE ASSEMBLY AND COMPLETION OF THE MISSION, UNDER UNFAVORABLE WEATHER CONDITIONS WAS A TEST OF THE SKILL AND DETERMINATION OF THE COMBAT CREWS. PLEASE EXPRESS TO ALL CONCERNED MY APPRECIATION FOR A DIFFICULT JOB WELL DONE.—PARTRIDGE."

HEADQUARTERS
388TH BOMBARDMENT GROUP (H), AAF
APO 559

30 September 1944

SUBJECT: Report of Operations Officer on Mission of 28 September 1944.

TO : Commanding Officer, 388th Bombardment Group (H), APO 559.

388th "A" Group Formation:

1. *General Narrative.* The lead aircraft of the 388th "A", 388th "B", and 388th "C" Groups took off at 0700 hours and assembled over Buncher #10 in combat wing formation with the lead aircraft at 15,000 feet. The 388th "A" Group formation took off 0715-0725 hours and assembled over Buncher #10 at 15,000 feet using the instrument assembly procedure. The 45th "A" Combat Wing, in good wing formation, parted Buncher #10 on time and on course. The first point of the division assembly route was made on time, and the division assembly was good with the 45th "A" Combat Wing departing the English Coast on time and on course. Control Point #2 was reached on time, and at that time the 45th "A" Combat Wing started their climb to bombing altitude. On the route in between Control Point #2 and Control Point #3, a wing of the 1st Division flew parallel to and the same course as the 45th "A" Wing. At approximately Control Point #3, the leader of the 45th "A" Wing lost contact and sight of the 93rd "A" and 93rd "B" Combat Wings. The 45th "A" Combat Wing was 13 minutes late at Control Point #3, and the 45th "A" Wing obtained bombing altitude at Control Point #4. Prior to the I.P., the wing leader on information from Kodak Red made the decision to bomb the secondary, which was the primary on PFF. After bombs away, a right turn was made as briefed and the 45th "A" Wing lost 1,000 feet to the rally point. A mid-air collision accounted for the leader of the 388th "C" Group, therefore the 388th "C" Group filled in the vacancies of the 388th "A" and 388th "B" Groups. The Mickeys in the lead and deputy lead aircraft of the 45th "A" Wing were inoperative; therefore the leader of the 45th "A" Wing turned the lead of the wing over to the leader of the high group whose Mickey was operating at this time. The descent to 10,000 feet was accomplished as briefed and about this time, the Mickey of the high group became inoperative and the leader of the high group had to abort from the formation. The original leader of the 45th "A" Wing assumed lead of the 45th "A" Wing, reformed the 388th "A", "B", and "C" Groups into the group and proceeded on the return route. The descent to minimum altitude was accomplished as briefed and the 45th "A" Wing landed 1513-1529 hours. Flak at the target was intense and accurate. No enemy fighters were observed by the leaders, however the combat crews reported enemy fighters in the area. Friendly fighter escort was excellent. Weather was approximately as briefed—clouds at the target were 8/10ths coverage.

2. *Aircraft Not Attacking.* Ten A/C, plus two PFF A/C, took off as scheduled, attacked, and received sorties. Their positions in the formation, at time of assembly and over the target, are shown in the attached diagram.

3. *Aircraft Lost.* A/C 42-97219 received a direct burst of flak between #1 and #2 engines and was last seen spinning down in the target area. No chutes.

A/C 43-37520—Unknown—One unidentified A/C seen to explode in the vicinity of the formation on the return route. May have been this A/C. No chutes.

A/C 42-37878 had #2 engine feathered and #3 engine on fire in the target area. Fire in #3 put out and A/C last seen near Jena at about 3,000 feet with one engine feathered and the other windmilling. No chutes.

388th "B" Group Formation:

1. *General Narrative.* The 388th "B" Group formation took off 0703-0712 hours and assembled over Buncher #10 at 15,500 feet using the instrument assembly procedure. Reference is made to the above report of the 388th "A" Group formation for a general narrative of the remainder of the mission which was flown in company with the 388th "A" Group formation.

2. *Aircraft Not Attacking.* Twelve A/C, plus one PFF A/C, took off as scheduled, attacked, and received sorties. Their positions in the formation, at time of assembly and over the target, are shown in the attached diagram.

3. *Aircraft Lost.* A/c 42-102434 left formation in target area with one engine feathered and one smoking, radioing he was going to try and make it to Belgium. No chutes.

388th "C" Group Formation:

1. *General Narrative.* The 388th "C" Group formation took off 0726-0732 hours and assembled over Buncher #10 at 14,500 feet using the instrument assembly procedure. Reference is made to the above report of the 388th "A" Group formation for a general narrative of the remainder of the mission which was flown in company with the 388th "A" Group formation.

2. *Aircraft Not Attacking.* Twelve A/C took off as scheduled. Two A/C returned early, both mechanical failures. The remaining ten A/C attacked and received sorties. Their positions in the formation, at time of assembly and over the target, are shown in the attached diagram.

3. *Aircraft Lost.* A/C 42-102953 and 43-38404 collided after bombs away. A/C 404, leading formation, started evasive action and losing altitude turning to the right. A/C 953 was his right wing man and was reported out of formation. The tail of 404 was cut off. The left wing and #1 engine of 953 were damaged. Both went down. Four chutes.

ANDREW A. CHAFFIN,
Major, Air Corps,
Operations Officer.

SPECIAL MISSIONS

REGENSBURG

August 17, 1943

SHUTTLE MISSION TO AFRICA

(Unit Citation Mission)

The evening of the 16th of August, 1943 was of great interest and importance around Knettishall. The alert for a mission had come in, and it seemed everybody knew what was going on. It's a special mission when the crews take canteens, mess gear, blankets, toilet articles, and extra clothes. The exact target was not known, and the destination was not known, but every crew wanted to fly this mission. It's strange that no matter how tough a mission might be, if it adds variety everyone wants to go.

Briefing was called for 0300 hours which meant that the crews were awakened at 0130 or 0200 hours. Operations had been working all night, but here again was something special so it made no difference. When it was announced at briefing that landing would be made in Africa there was much excitement. The fact that the target was Regensburg—the longest mission ever flown had little effect on the enthusiasm.

The group scheduled 24 planes, of which three were to turn back at the enemy coast if



Strike Photo of Regensburg—August 17, 1943—18,000 feet

Regensburg

One of Our Best Jobs—Recent Ground-Damage Photos Recall that Historic Attack

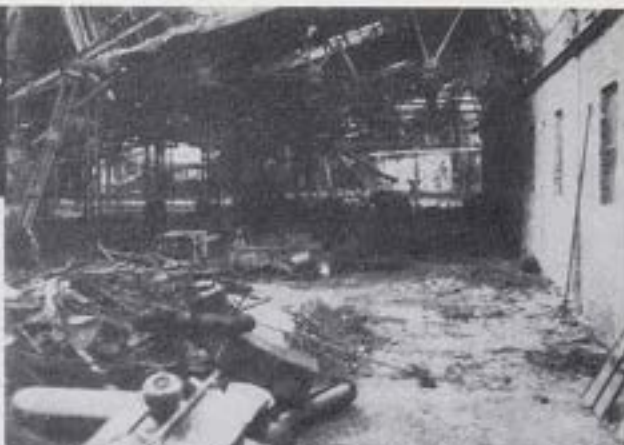
One mid-summer morning in 1943, after a night of intense effort, the 4th Bombardment Wing of the Eighth Air Force, commanded and led by Colonel Curtis E. LeMay, put 127 Flying Forts into the air and sent them trundling out across Europe, headed for one of the most prolific spawning-grounds of the Luftwaffe—Regensburg. All planes were scheduled to continue on to Africa after bombing the target.

The date was 17 August. The battle was bitter, but the reward was sweet. American airmen plotted their brains, guts, and aircraft against everything the Luftwaffe had that day—and the Luftwaffe had plenty. Hundreds of enemy fighters hurt into the thin bomber stream all the way across the continent, ripping merrily into the lumbering Forts with cannon-fire, rockets and machine-guns. Air-to-air bombardment and heavy flak-felds added to the viciousness of the defense.

Fortresses went down—14 of them. But more than seven Nazi planes were blasted out of the sky for each Fort lost. In all, 169 German fighters were destroyed and many more damaged in this, one of the bloodiest battles the enemy ever took in the air.

But it wasn't until our heavies had actually hit the target that the Luftwaffe took its most crushing setback. The Forts smashed the Regensburg plants into matchwood, then set the matchwood ablaze. Production at this factory, which had been turning out one-third of all the Luftwaffe's Messerschmitts, was stopped completely. Two thousand skilled German workers were killed at their benches because the local aircraft warning service could not believe that our bombers had penetrated that deeply into the Reich.

The pictures on this page tell better than words the devastating results of this, and a subsequent attack carried out during the great February air offensive of 1944. The latter result completely ended all repairs the desperate Germans had managed to effect, and forced the enemy to abandon the plant for good.



SCATTERED and blasted like the Nazi nightmare, plane-producing equipment lies forgotten on the once busy floor of this factory, as far as the eye can see.



OPEN AIR ventilation provided this plant by units of the 4th Bomb Wing enabled the Germans to convert the factory's production from planes to weed.



THE GERMANS made no attempt to repair this yard after Eighth's heavies made steel spaghetti of the ribs and crushed cracker-boxes of the cars.



NOT EVEN a respectable ghost would haunt this deserted house of the Luftwaffe after our visit. The Nazis didn't bother with it either. They just quit.

the first 21 places were not filled. Naturally the three scheduled to return were the ones that did.

The target was bombed with excellent results by the five groups attacking. Gen. Curtis LeMay (then Col.) led the attack. The 388th was led by Col. David, Col. Cox (then Major) was deputy lead. Thirty to fifty enemy fighters were encountered but their attacks were ineffectual on the 388th group and no planes

were lost. The 100th Bomb Group lost thirteen planes that day.

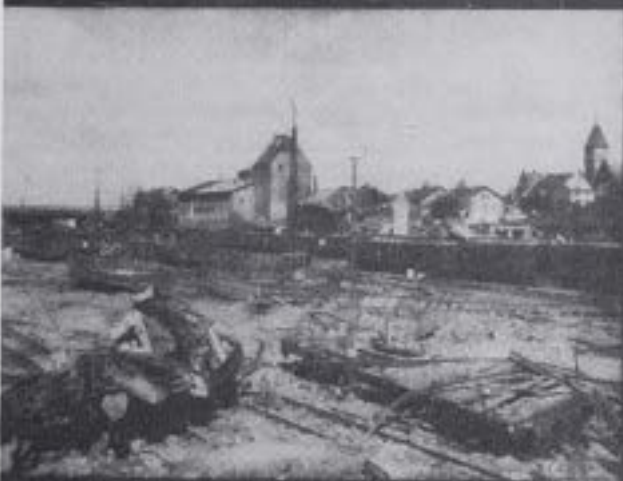
One plane of the group developed engine trouble and ditched in the Mediterranean sea. Its position was radioed in by other planes but the crew was not picked up for about 12 hours. However, all were uninjured and picked up the next morning by British Air-Sea-Rescue.

Landing was scheduled for Borne, but only three planes made that field. Others landed

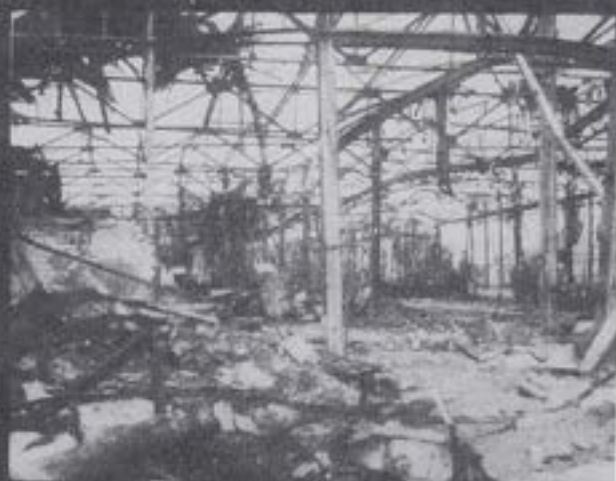


DESTRUCTION BOILS below as F-4s of the old 4th Bomb Wing pass over the blasted aircraft plants at Regensburg during the historic England — Africa

shuttle attack of 17 August, 1943. Led by Colonel Curtis E. LeMay (now Major General), the Wing received a Distinguished Unit Citation for this assault.



MANGLED RAILS at Regensburg tell a vivid story of German helplessness in the face of American high-level attacks. The yards were abandoned, useless.



ENEMY AIRCRAFT were once produced here. This photo substantiates the PRU report submitted after the bombing, which claimed hits on all main plants.

any place they could find because of gas shortage. Only two men had been injured on the mission.

In Africa the task force was re-organized and a return mission was planned. Of the groups' 20 planes in Africa four were battle damaged so as to be non-operational. They were flown home at low altitude around the northeast coast of Africa. The other sixteen flew bombing formation and fifteen bombed an air field near Bordeaux, France. One plane de-

veloped engine trouble, returned to Africa, and about a month later arrived back in England.

The crews brought all kinds of souvenirs home to their friends and all admitted they had a wonderful time—such was war—the boys of the 100th group were not nearly as happy.

Many planes were out of gas upon reaching England and landed at other bases for refueling. One plane crash landed when all engines ran out of gas near Knettishall.

D-DAY

—AT STATION 136

That night and the morning of D-Day the attention of ground personnel was so concentrated upon defensive measures that it did not occur to them that the morning would bring a historic event—the Allied invasion of the German-held coast of Normandy in France. Not only did the Officer of the Day give special instructions to aircraft guards on the night of June 5th,—Major Reed tested the alertness of every guard on the base.

Combat crews, however, said, "The invasion?" You could just 'feel' that it was coming on the following morning." They all wanted to participate. Many special requests to do so had to be refused, but they all went to the unusually-timed briefing, 2300 hours. The weather for D-Day mission was questionable. Rain fell intermittently during the night, punctuated by flashes of bright moonlight. At 02:30 hours our aircraft which was to lead the 8th

Air Force bombing, roared down the runway for its take-off.

On the 6th of June, 1944, everyone at Station 136 was clamoring for extra duties—all were most anxious to give full support to the ground troops. During the next few days, armors repeatedly said, "We aren't loading as many bombs nor as often as we want to! Those bombs are our tickets home." Aerial gunners exclaimed that it was the greatest moment in their combat careers to see the invasion ships in the English Channel and the tremendous number of aircraft in the air—to be preparing the way for our invasion troops.

Progress of the landing troops was followed minute by minute by excited, tense, hopeful Air Forces personnel here. Excitement was the chief morale characteristic during the month.

6 June 1944

Target: CAEN AREA

Mission No. 131

Preview of this Group's participation in the Allied invasion of Germany's Western Front—the coast of France, was such special orders from the 45th Combat Wing as:

"Guns will be manned but not test-fired at any time."

"Gunners will not fire at any airplane at any time unless being attacked . . . Bombing on primary targets will be carried out within time limits prescribed. Otherwise secondary or last resort targets will be bombed . . . No second runs will be made on the primary target . . . Take Offs will be accomplished according to schedule—regardless."

All available heavy bombers of the Eighth Air Force were dispatched in waves to attack coastal defenses between Le Havre and Cherbourg in France. The attacks were in direct support of the Allied Invasion Forces which landed immediately after the bombing of the beach area was completed. The 388th furnished an A and a B group plus the low squadron of the 452nd C group. A and B groups were in the first and second waves respectively, and the composite group was in the last or eighth

wave. 398th "A" group led the 8th AAF D-Day attacks.

Sixteen a/c of the A group plus two PFF a/s were airborne between 0210 and 0227 hours. In the B group 17 a/c plus one PFF were airborne between 0230 and 0248 hours. Six a/c of the composite group took off between 0250 and 0254 hours. One ship of the A group aborted because of mechanical difficulty. Some difficulty was encountered in forming due to darkness, and because the "Buncher" went out.

The targets were attacked by PFF methods because of a complete undercast in the target areas and bombing was done by groups with squadrons line abreast. "Mickey" operators report equipment working well. The Composite Group did not attack and brought back its bombs. Bombs were away from the A group at 0656 hours from 15,050 feet; from the B group at 0703 hours from 13,850 feet. All aircraft returned safely to the base by 1043 hours.

No enemy fighters were seen and no flak was encountered. Approximately 25 inaccurate ground rockets were encountered in the target area.

Key personnel:

	A	B	Composite
Group Leader	Lt. Col. Cox	Captain Cockerill	452nd
Deputy Leader	Lt. Col. Henggeler	Lt. Wilcox	"
Lead Pilot	PFF	PFF	
Lead Navigator	PFF	PFF	
Lead Bombardier	PFF	PFF	



LT. COL. CHESTER C. COX

Col. Cox was the Leader of the Eighth Air Force attack on "D" Day—6 June, 1944—The Bombers went over first with the 388th having the honor of leading—Col. Cox the Command Pilot.

6 June 1944
Cherbourg Peninsula
Mission # 132

A small force of Eighth Air Force aircraft attacked tactical targets just inside the French Coast. This operation was in support of the Allied Invasion Forces which had an hour earlier landed on the coast. The 388th furnished 6 a/c to fly with the 96th which was lead in the 45th Combat Wing. The 388th a/c were split to fly as follows: 3 a/c as the lead element of the low squadron and 3 a/c as lead element of the high squadron.

6 a/c were airborne between 0615 and 0619 hours. Formations were effected and the ships proceeded to the target as scheduled. As in the early morning, the target area was covered with 10/10th clouds and bombs were away at 0912 hours from 14,300 feet.

All aircraft returned safely to base by 1234 hours.

No e/a were seen and no flak was encountered.

6 June 1944
Target: Pont L'Eveque
Mission # 133

Tactical targets for the support of the ground forces were the targets of the Eighth Air Force. The 388th furnished an "A" and a "B" group which flew high in the 45th A and B Combat Wings respectively. The 45th CW led the 3rd Division.

In the A group 11 a/c plus 1 PFF took-off between 1715 and 1722 hours. 11 a/c of the B group plus 1 PFF were airborne between 1735 and 1744 hours. No aircraft aborted. 5/10th to 7/10ths clouds prevailed over the target. The A group did not attack its primary target because it was obscured by clouds. Instead a railroad choke point in the southern part of Flers was attacked as a target of opportunity. Bombs were away at 2058 hours from 20,500 feet on a mag heading of 294 degrees. Strike

photos reveal a loose pattern on the railroad choke point. Crews reported that a large explosion was also seen.

The B group attacked the primary target as scheduled. Bombs were away at 2022 hours from 22,000 feet on a mag heading of 148 degrees. Strike photos show that the MPI was not hit but a railroad choke point and road intersection was hit. Weather conditions over England on return were extremely bad and 9 of our ships landed away. All crews and ships were safe. All other aircraft landed safely at the base at 0010 hours.

Neither enemy aircraft nor flak were seen.

Colonel David led the A group; Major Forrest led the B group.

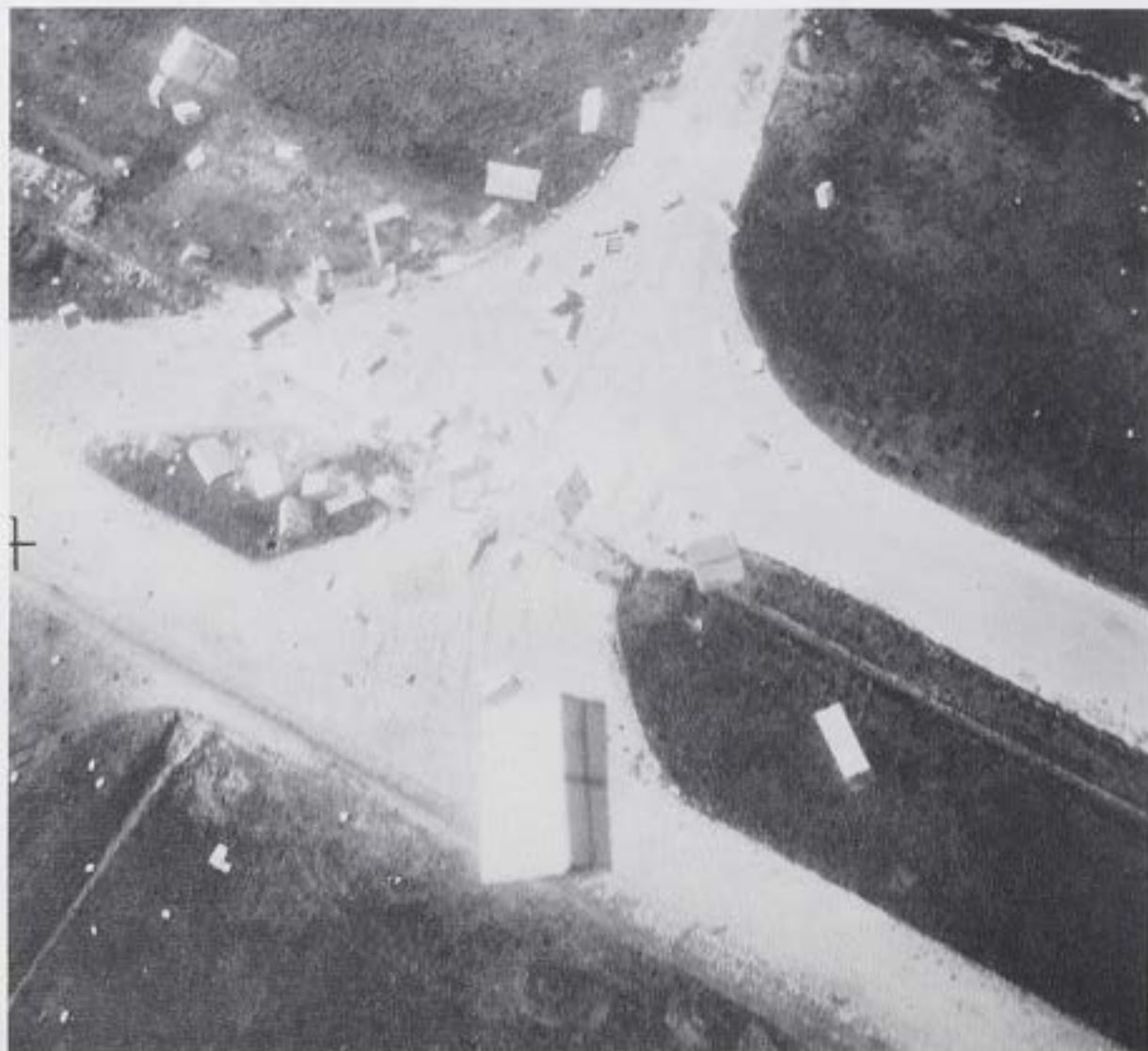
FOOD MISSIONS TO HOLLAND

Early in 1945 the people of Holland were experiencing a serious food supply, and there was no way for them to get additional food. The Germans still occupied that territory and had not been routed because the Allies had more pressing engagements against more important installations. Much of the Land in Holland had been flooded and crops had been ruined. The situation needed aid from the Allies.

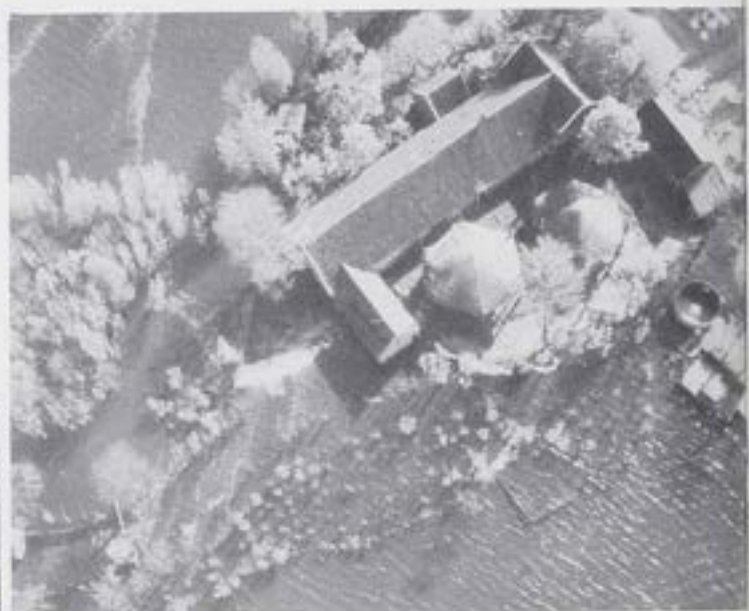
The Germans had been contacted and agreed to let the Americans and British deliver food by low flying airplanes. They would not permit planes to land nor would they permit boats to deliver foodstuffs at the ports.

The 388th Bomb Group flew five Food Missions to Holland on the 1st, 2nd, 3rd, 5th, and 6th of May. All flights were over the occupied territory under truce conditions. On the first mission guns were manned, but were not to be used. Results were very successful, and on the remaining four missions guns were not manned, skeleton crews were used, and ten passengers consisting of ground personnel were taken. Consequently over 2000 men flew in the 196 sorties flown to Holland.

Specially constructed floors in the bomb bays were made to carry the food. The food consisted of Ten-In-One "K" Rations or the British containers which consisted of unprepared foodstuffs. The packages were dropped from an altitude of 400 feet or less at an indicated air speed of 135 mph. Tests made at the Base before had proven that less than ten per cent damage was caused by the drop. The food was dropped on airfields, golf courses, or large dry fields close to the towns.







THIRD AIR DIVISION

Strikes

THEY TOOK THE HIGH ROAD HOME

Out of Nazi prison camps after long captivity, French prisoners-of-war queue up to enter this 3rd Division Fort at Hirsching, Austria, for a swift journey to France and freedom. Note the expression of almost child-like curiosity on the faces of some of the men, as they patiently wait to enter the plane which will whisk them into a new world.

Up to 19 May, nearly 14,000 war prisoners—Americans, British, Poles, Belgians and French—have been evacuated from enemy territory by 3rd Division's planes, some of them making "liberty runs" of up to 500 miles.



REVIVAL MISSIONS

Upon termination of the war there was transportation of personnel to be made. The Eighth Air Force dispatched B-17's to Austria to take French and Belgium prisoners of war back to France and Belgium. The 388th Bomb Group made three trips to Austria for that purpose. A total of sixty five planes were dispatched on three different missions, and transported almost 2000 men back to their native lands. The dispatched planes carried a crew of only five men and passengers up to forty. The passengers were men and boys who had been prisoners for as many as five years, and were returning to their homes. They had very little luggage and were quite bewildered by the whole proceedings. Group personnel who flew these missions were thoroughly sprayed with powder upon return to fight the lice and disease the prisoners probably carried. Most of the fellows wore their oldest clothes and then threw them away. Airplanes were also thoroughly sprayed and cleaned.

The extra large passenger list was made possible by the specially constructed platforms in the bomb bays which had been used to carry food to the Dutch. As many as twenty men were crammed into the bomb bay, but there were few complaints as the men knew they were free and going home.

SHUTTLE MISSIONS TO RUSSIA

21 June 1944
Target: Ruhland
Mission No. 144

All heavy bombers of the Eighth Air Force except the 45th and 13th B Combat Wings of the 3rd Division, attacked Berlin. These two wings attacked the synthetic oil refinery at Ruhland, about 50 miles south of Berlin.

The 388th furnished an A group plus the low and high squadrons of a composite group led by the 452nd Group. Our A group led the 45th Combat Wing and the composite group was low in the 13th B CW. After this special task force, escorted by P-51s, continued across Germany and Poland after attacking the target, to land at bases in Russia. This was the first shuttle raid from England to Russia.

21 A/C of the 388th plus 2 PFF composing the A group, and 18 A/C of the composite group were airborne between 0520 and 0545 hours. Two of A group and one from the other returned early; the first two as spares and the latter because of mechanical difficulties. For-

mations were effected without difficulty and the A/C proceeded on the briefed course to the target. Weather over the target was CAVU, and it was attacked by groups as briefed. Bombs were away from the A group at 1030 hours from 20,000 feet while on a magnetic heading of 68 degrees. Bombs were away from the composite group at 1043 hours from 19,000 feet while on a magnetic heading of 60 degrees. Strike photos from the A group reveal excellent results—a "Shack." No photos available for the composite group's bombing.

Flak encountered was ineffective except from Cuxhaven and Biala Podlaska, Poland, where escort fighters broke up the attack of 15 Me 109s. All but 1 of our a/c—which landed at Kiev—landed at the Eastern Command Base. No casualties. Cols. Old and David were leader and deputy leader.

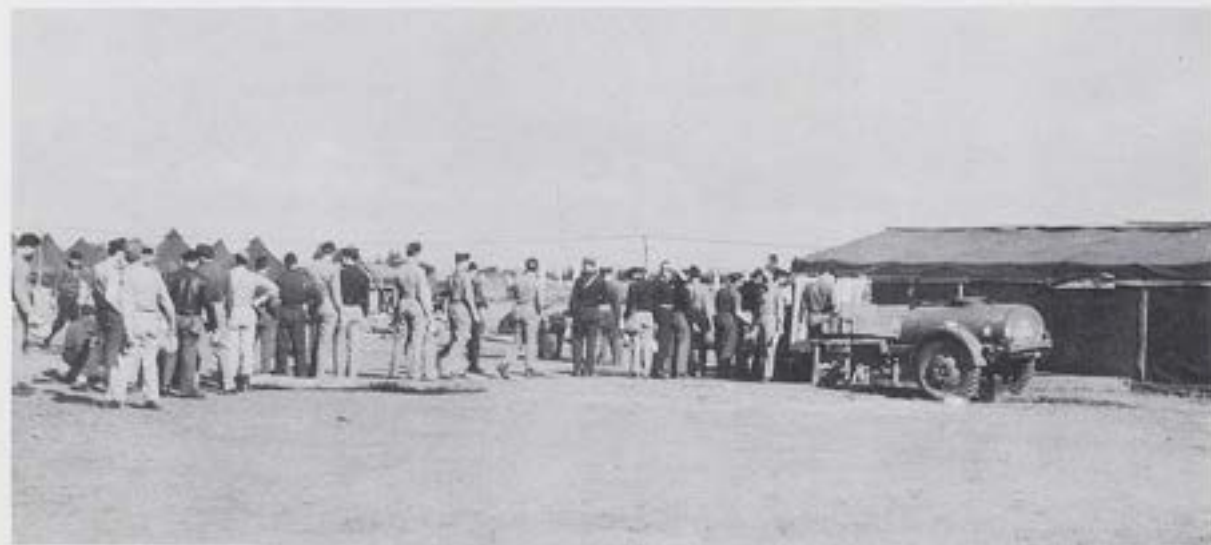
21 June 1944
Target: Berlin
Mission # 145

All 8th AF heavy bombers were dispatched to attack Berlin. A Task Force also completed a shuttle raid to Russia, attacking Ruhland enroute.

The 388th furnished only 3 a/c which flew with the 96th Group. Our main effort was flying with the task force on the shuttle raid. The target which was an area engine works on the Northeastern outskirts of Berlin was attacked visually with good results. One of our

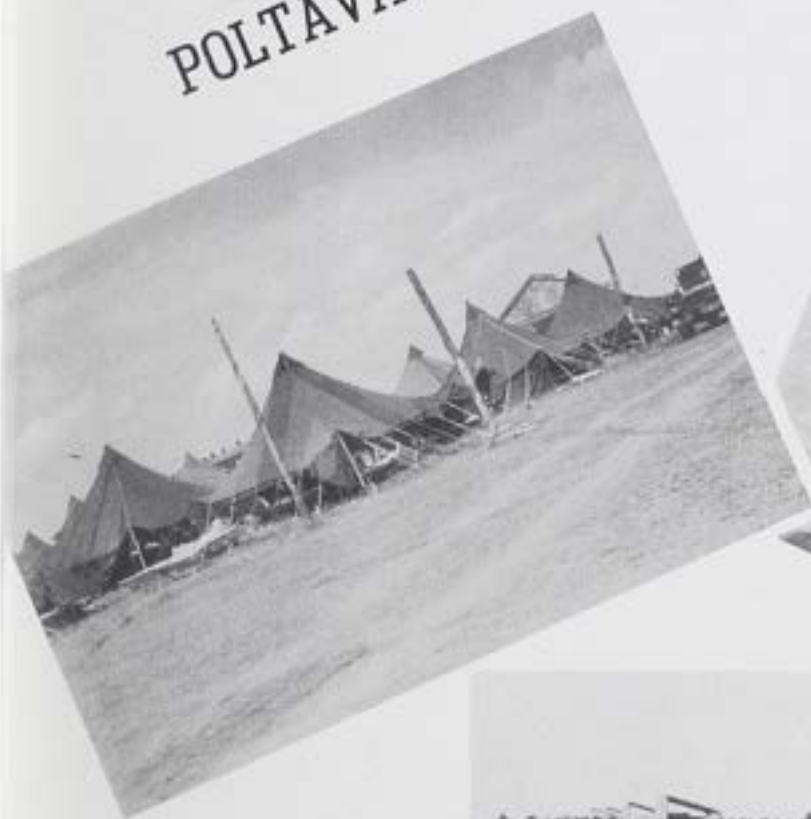
a/c was carrying ten 300-lb. packages of type T-1 propaganda leaflets which were to have been dropped in the target area. Due to mechanical difficulties, the a/c jettisoned these leaflets early—approximately 5331 N—1320 E. All three a/c returned safely to the base without casualties.

No e/a were sighted and only a moderate, inaccurate barrage of flak was encountered in the target area.



The Shuttle Mission to Russia was flown by the 3rd Air Division and lead by Gen. Old as Command Pilot with 388th Formations leading. Almost 12 hours flying time to Poltava, Russia where all planes landed safely, but that night the Germans bombed the field and the Group lost twenty planes, but no personnel.

POLTAVA



JUNE 1944

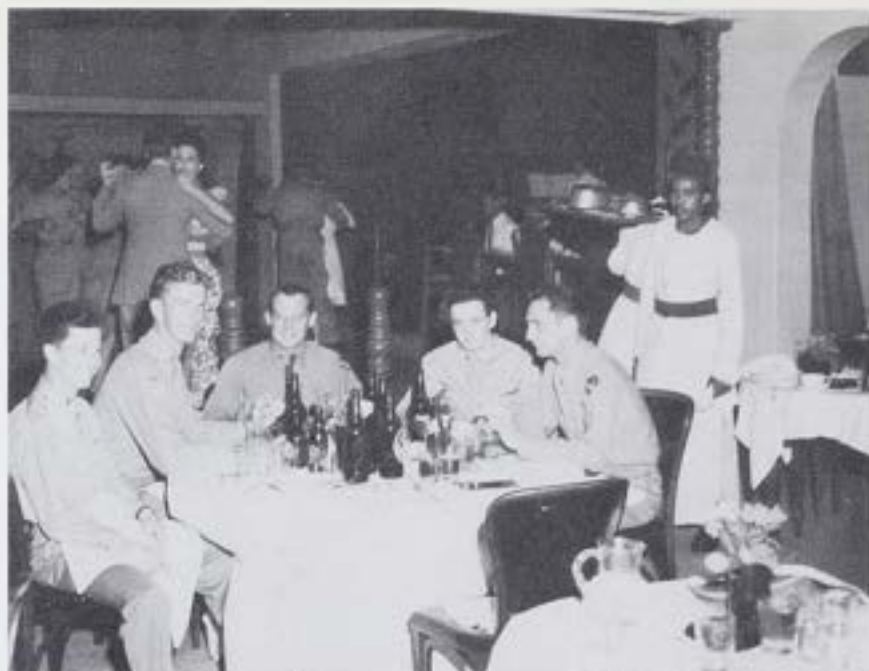
RUSSIA





CREWS OF THE DAMAGED PLANES RETURNED TO ENGLAND BY A.T.C. THROUGH TEHRAN AND CASABLANCA. THE FOLLOWING PICTURES SHOW ONE CREW'S EXPERIENCES:





MISSION STATISTICS

Date	No.	Target	A/C Sched.	Sort- ies	Av. Fly Time	Total Fly Time
1943						
17-7	1	Amsterdam	21	17	3.8	70.6
24-7	2	Bergen, Norway	21	13	8.3	138.6
25-7	3	Wustrow	21	20	7.1	137.3
26-7	4	Hanover	21	17	7.1	132.8
28-7	5	Oschersleben	15	11	7.8	87.9
29-7	6	Warnemunde	11	7	7.5	59.9
30-7	7	Kassel	12	10	6.4	64.6
12-8	8	Bonn	24	18	5.3	110.8
15-8	9	Merville-Lille	24	21	4.0	94.4
16-8	10	Puix-Abbyville	23	21	3.9	86.7
17-8	11	Regensburg	24	21	11.5	253.3
19-8	12	Woensdrecht	8	7	3.8	27.8
24-8	13	Evreux	6	6	4.2	25.2
24-8	14	Bordeau	16	15	11.5	172.5
27-8	15	Watten	12	12	3.5	42.0
31-8	16	Brussels	23	22	5.5	115.6
2-9	17	Denain	24	21	4.5	98.0
3-9	18	Meulan	23	19	4.8	98.3
6-9	19	Strausburg	24	21	8.3	146.1
7-9	20	Watton	18	17	3.8	65.3
9-9	21	Paris	21	15	5.1	95.1
15-9	22	Paris	20	19	4.7	91.1
16-9	23	Bordeau	21	16	10.6	177.4
26-9	24	Reims	24	22	5.2	112.3
27-9	25	Emden	23	16	5.2	92.0
2-10	26	Emden	27	21	5.9	136.0
4-10	27	Frankfort	26	16	6.8	135.2
8-10	28	Bremen	24	21	5.6	124.4
9-10	29	Gdynia	24	24	9.8	266.1
10-10	30	Munster	21	18	5.3	101.6
14-10	31	Schweinfurt	21	16	8.3	126.7
18-10	32	Durin	22	7	6.0	104.9
20-10	33	Durin	18	15	5.5	95.1
3-11	34	Wilhelmshaven	30	28	6.0	180.0
5-11	35	Gelsinkirchen	29	23	5.8	143.4
11-11	36	Munster	23	23	4.3	96.5
13-11	37	Bremen	22	18	6.5	136.6
16-11	38	Ruukan, Norway	21	17	9.0	170.9
19-11	39	Gelsinkirchen	20	14	5.7	110.3
26-11	40	Bremen	45	42	6.8	286.4
29-11	41	Bremen	30	20	6.5	159.8
30-11	42	Solingen	45	10	-	180.6
5-12	43	Bordeau	48	43	8.1	351.2
11-12	44	Emden	47	34	5.5	237.8
13-12	45	Keil	50	44	7.0	338.0
16-12	46	Bremen	41	36	7.1	272.4
20-12	47	Bremen	36	30	6.8	215.4
22-12	48	Munster	33	29	5.8	184.1
24-12	49	Crossbow	38	37	5.0	177.4
30-12	50	Ludwigshaven	42	35	8.2	278.3
31-12	51	Paris	33	29	6.0	175.2
1944						
4-1	52	Munster	42	37	5.6	213.0
5-1	53	Bordeau	35	32	7.9	251.9
7-1	54	Ludwigshaven	30	20	6.5	165.0
11-1	55	Brunswick	38	35	6.3	209.3
14-1	56	Crossbow	36	36	4.2	144.1
21-1	57	Crossbow	42	41	4.1	194.0
24-1	58	Frankfurt	40	36	4.3	175.9

Date	No.	Target	A/C Sched.	Sort- ies	Av. Fly Time	Total Fly Time
29- 1	59	Frankfurt	42	36	6.3	257.7
30- 1	60	Brunswick	42	39	6.3	242.3
3- 2	61	Wilhelmshaven	44	44	6.3	279.3
4- 2	62	Frankfurt	43	38	6.3	238.2
5- 2	63	Romilly	24	21	6.3	139.6
6- 2	64	Romilly	24	22	5.9	134.9
8- 2	65	Frankfurt	24	21	7.9	157.4
10- 2	66	Brunswick	22	19	7.0	127.6
13- 2	67	Crossbow	24	21	3.1	69.2
20- 2	68	Posen	37	37	10.0	350.5
21- 2	69	Brunswick	35	32	7.2	242.7
24- 2	70	Posen	35	35	11.0	377.0
25- 2	71	Regensburg	36	28	10.0	290.7
29- 2	72	Brunswick	38	28	7.3	212.6
2- 3	73	Chartres	24	21	5.2	118.0
3- 3	74	Berlin	35	29	6.1	187.0
4- 3	75	Berlin	35	20	6.0	167.0
6- 3	76	Berlin	34	30	8.3	241.0
8- 3	77	Berlin	24	16	8.9	140.0
9- 3	78	Berlin	10	6	8.8	64.0
15- 3	79	Brunswick	22	18	6.9	138.0
16- 3	80	Augsburg	20	18	9.4	164.0
18- 3	81	Augsburg	24	21	9.5	196.0
20- 3	82	Frankfurt	24	17	9.1	183.0
22- 3	83	Berlin	21	17	8.8	165.0
23- 3	84	Brunswick	31	27	7.0	183.0
26- 3	85	Crossbow	27	27	4.7	124.0
27- 3	86	Bordeau	31	31	8.8	256.0
28- 3	87	Chateaudun	24	20	5.9	128.0
1- 4	88	Ludwigshaven	28	25	3.8	110.0
8- 4	89	Achmer	32	29	6.0	173.0
9- 4	90	Posen	35	17	8.2	217.0
10- 4	91	Courcelles	23	21	6.0	131.0
11- 4	92	Posen	31	27	10.5	287.0
13- 4	93	Augsburg	24	20	8.3	174.0
18- 4	94	Berlin	24	15	8.2	155.0
19- 4	95	Lippstadt	30	27	6.2	182.0
20- 4	96	Calais	28	28	4.7	131.0
22- 4	97	Hamm	33	30	7.0	199.0
24- 4	98	Fredrichshaven	34	28	9.0	264.0
25- 4	99	Divon	24	20	8.3	180.0
26- 4	100	Brunswick	24	21	7.5	165.0
27- 4	101	Calais	24	21	4.5	106.0
29- 4	102	Berlin	31	25	8.7	278.0
30- 4	103	Clermont	25	20	8.7	180.0
1- 5	104	Crossbow	24	20	7.5	161.0
1- 5	105	Metz	24	20	6.6	141.0
7- 5	106	Berlin	37	28	8.7	280
8- 5	107	Berlin	34	24	6.8	197
8- 5	108	La Glacerie	8	8	4.3	34
9- 5	109	Juvincourt	31	28	5.2	155
11- 5	110	Brussels-Liege	37	34	5.0	183
12- 5	111	Brux	43	42	9.2	326
13- 5	112	Osnabruck	24	20	6.4	137
19- 5	113	Berlin	34	16	9.2	214
20- 5	114	Brussels	25	17	5.9	131
22- 5	115	Kiel	22	17	7.2	145
23- 5	116	Caen	24	18	6.5	138
24- 5	117	Berlin	35	24	8.5	256
25- 5	118	Liege	28	24	5.7	135
27- 5	119	Strausbourg	29	29	7.6	192
27- 5	120	St. Valery	6	6	3.4	20
28- 5	121	Magdeburg	33	26	8.2	237
29- 5	122	Leipzig	26	21	8.2	184

Date	No.	Target	A/C Sched.	Sort- ies	Av. Fly Time	Total Fly Time
30- 5	123	Troyes-Reims	29	26	6.3	231
31- 5	124	Soest	35	31	6.3	208
2- 6	125	Bolougne	32	29	4.7	148
2- 6	126	Paris	14	13	5.7	77
3- 6	127	Bolougne	16	15	4.8	75
4- 6	128	Wissant	25	25	4.3	107
4- 6	129	Paris	14	11	6.1	81
5- 6	130	Cape Grisnez	24	23	5.0	115
6- 6	131	Invasion Coast	39	38	7.8	297
6- 6	132	Invasion Coast	6	6	6.3	37
6- 6	133	Invasion Coast	22	22	6.3	137
7- 6	134	Nantes	28	25	6.8	180
8- 6	135	Tours	28	25	6.6	181
10- 6	136	Berck-Sur-Mer	26	25	4.0	102
11- 6	137	Pontaubault	25	23	6.5	159
12- 6	138	Amiens	41	35	6.0	238
14- 6	139	St. Trond	39	36	5.5	206
15- 6	140	Beauvoir	42	36	4.5	176
18- 6	141	Bremen	40	33	6.0	223
19- 6	142	Cognac	39	35	6.0	292
20- 6	143	Magdeburg	40	32	8.0	286
21- 6	144	Frantic-Russia	29	26	11.8	318
21- 6	145	Berlin	3	3	8.3	25
22- 6	146	Melun	14	11	6.7	81
23- 6	147	Nantevil	12	11	6.8	77
24- 6	148	Bremen	13	9	6.4	73
25- 6	149	Area 5	14	12	9.4	118
29- 6	150	Wittenburg	20	16	8.2	142
4- 7	151	Sully-Sur-Roie	14	12	6.1	81
26- 6	152	Drohobycz	6	5	8.2	45
3- 7	153	Arad	3	3	6.2	19
5- 7	154	Beziers	5	5	9.3	47
6- 7	155	Fleury	28	22	4.2	114
6- 7	156	Sautrecourt	14	14	4.1	56
7- 7	157	Bohlen	25	21	8.0	177
8- 7	158	Mantes	28	22	5.2	130
11- 7	159	Munich	38	28	9.3	294
12- 7	160	Munich	38	33	9.1	311
13- 7	161	Munch	38	32	8.7	295
14- 7	162	Area No. 4	36	36	9.4	338
16- 7	163	Munich	36	33	8.3	277
17- 7	164	Houpeville	24	24	4.6	101
18- 7	165	Kiel	35	33	6.6	226
19- 7	166	Schweinfurt	37	36	7.2	254
20- 7	167	Wetzler	28	24	7.8	199
24- 7	168	St. Lo Area	35	35	6.5	223
25- 7	169	St. Lo Area	36	36	6.0	204
28- 7	170	Merseburg	38	35	8.5	300
29- 7	171	Merseburg	39	37	8.2	305
31- 7	172	Munich	30	28	8.5	233
1- 8	173	Area 12	29	29	9.5	296
2- 8	174	Mery-Ser-Oise	28	24	6.3	176
4- 8	175	Hamburg	21	19	6.7	132
5- 8	176	Magdeburg	20	17	7.3	144
6- 8	177	Berlin	22	18	8.1	141
7- 8	178	Fismes	13	13	5.9	77
8- 8	179	Caen Area	27	27	5.2	141
9- 8	180	Nuremberg	18	15	5.5	95
11- 8	181	Mulhouse	25	23	8.5	200
13- 8	182	Seine River	33	31	6.4	202
14- 8	183	Ludwigshaven	24	23	7.5	177
16- 8	184	Zeitz	25	23	7.9	183
18- 8	185	Bovron	13	13	7.3	94
24- 8	186	Brux	35	30	8.3	263

Date	No.	Target	A/C Sched.	Sort- ies	Av. Fly Time	Total Fly Time
25- 8	187	Politz	22	21	8.8	191
26- 8	188	Brest	19	18	6.8	131
27- 8	189	Berlin	20	19	5.9	112
30- 8	190	Bremen	24	24	7.0	157
3- 9	191	Brest	26	26	6.5	170
5- 9	192	Stuttgart	26	24	9.2	200
8- 9	193	Mainz	26	25	7.2	166
9- 9	194	Dusseldorf	26	25	6.4	144
10- 9	195	Nurnburg	25	25	7.5	207
12- 9	196	Magdeburg	26	24	7.2	161
13- 9	197	Darmstadt	26	24	6.6	154
17- 9	198	Arnheim	39	38	5.4	207
19- 9	199	Dillenburg	26	26	7.0	185
21- 9	200	Ludwigshaven	39	37	7.6	295
25- 9	201	Ludwigshaven	39	38	7.3	277
26- 9	202	Bremen	38	35	6.8	248
27- 9	203	Mainz	15	15	6.3	93
28- 9	204	Merseburg	37	34	8.1	270
2-10	205	Kassel	26	26	7.7	200
3-10	206	Nurnburg	26	22	8.6	195
6-10	207	Berlin	28	22	7.8	206
7-10	208	Bohlen	36	33	8.6	296
9-10	209	Mainz	26	25	6.7	169
14-10	210	Cologne	26	24	6.9	170
15-10	211	Cologne	38	32	6.7	229
17-10	212	Cologne	26	25	6.5	162
18-10	213	Kassel	13	11	8.9	96
19-10	214	Mannheim	13	13	6.8	88
22-10	215	Munster	36	34	6.5	220
25-10	216	Harburg	36	36	7.5	269
26-10	217	Hannover	39	33	7.1	259
30-10	218	Mersburg	37	36	5.0	186
2-11	219	Mersburg	34	33	7.6	241
4-11	220	Neunkirchen	28	28	6.3	180
5-11	221	Ludwigshaven	26	25	7.1	178
6-11	222	Duisburg	17	17	5.7	98
9-11	223	Saarbrücken	26	24	6.8	166
10-11	224	Wiesbaden	17	17	7.1	117
11-11	225	Oberlannstein	13	12	6.2	79
16-11	226	Tgt. No. 2 — Aachen	34	32	7.2	230
25-11	227	Mersburg	13	11	8.5	103
26-11	228	Hamm	26	25	5.8	149
29-11	229	Hamm	32	29	5.5	187
30-11	230	Lotzkendorf	36	31	8.2	262
4-12	231	Mainz	26	26	6.8	176
5-12	232	Berlin	26	25	7.8	189
10-12	233	Koblenz	38	36	6.3	235
11-12	234	Giessen	38	37	7.5	279
12-12	235	Darmstadt	38	37	8.4	306
15-12	236	Hannover	38	38	6.2	253
24-12	237	Darmstadt	66	64	8.2	526
28-12	238	Koblenz	38	35	5.7	199
30-12	239	Kassel	40	39	7.8	291
31-12	240	Hamburg	40	40	7.5	287
2- 1	241	Kaiserlautern	15	14	6.5	98
5- 1	242	Hanau	36	29	9.4	295
6- 1	243	Ludwigshaven	25	20	6.6	135
7- 1	244	Cologne	26	25	7.6	181
8- 1	245	Lünebeck	25	21	7.9	177
10- 1	246	Cologne	36	33	6.5	217
13- 1	247	Bischofsheim	32	31	6.9	213
15- 1	248	Augsburg	33	32	8.5	271
20- 1	249	Rheine	37	33	5.5	190
21- 1	250	Mannheim	34	36	7.6	248

Date	No.	Target	A/C Sched.	Sort- ies	Av. Fly Time	Total Fly Time
28- 1	151	Hohenbudburg	38	38	5.8	222
29- 1	252	Bielfield	26	26	6.6	168
3- 2	253	Berlin	38	38	8.0	307
6- 2	254	Chemnitz	38	33	7.9	303
9- 2	255	Giessen	25	25	7.1	179
14- 2	256	Chemnitz	38	37	8.3	305
15- 2	257	Cottbus	38	38	8.3	316
16- 2	258	Hamm	38	36	5.8	220
17- 2	259	Hanau	26	23	6.0	154
20- 2	260	Nuremburg	38	36	8.1	308
21- 2	261	Nuremburg	40	37	7.5	294
22- 2	262	Ulm	38	37	7.9	302
23- 2	263	Ansbach	38	38	7.7	295
24- 2	264	Bremen	38	36	7.4	275
25- 2	265	Munich	38	38	8.7	330
26- 2	266	Berlin	25	24	8.0	200
27- 2	267	Leipzig	38	37	7.9	200
1- 3	268	Ulm	40	40	7.6	302
2- 3	269	Dresden	38	36	9.1	337
3- 3	270	Gotersloh	40	38	6.5	248
4- 3	271	Recall	38	32	6.5	240
5- 3	272	Plauen	38	38	8.6	315
8- 3	273	Langendreer	38	37	6.8	257
9- 3	274	Frankfurt	38	38	6.9	263
10- 3	275	Dortmund	44	44	6.9	307
11- 3	276	Hamburg	41	39	6.2	244
12- 3	277	Seigen	39	39	5.6	229
13- 3	278	Hannover	38	37	6.2	231
15- 3	279	Oranienburg	38	37	6.8	249
17- 3	280	Ruhland	38	38	8.6	323
18- 3	281	Berlin	38	37	7.5	280
19- 3	282	Swickau	38	34	8.9	311
20- 3	283	Hamburg	12	12	6.4	83
21- 3	284	Rechtenberg	38	36	7.3	267
22- 3	285	Frankfurt	42	38	6.0	238
23- 3	286	Hengstey	38	37	5.9	219
24- 3	287	Plantlunne	38	38	4.7	180
28- 3	288	Hannover	38	36	6.6	245
30- 3	289	Hamburg	38	36	6.9	242
31- 3	290	Zeitz	38	38	7.7	286
3- 4	291	Kiel	38	36	6.2	236
4- 4	292	Kiel	38	35	6.6	241
5- 4	293	Nurnberg	38	33	7.8	282
6- 4	294	Gera	38	36	8.6	314
7- 4	295	Kaltenkirchen	38	38	6.8	261
8- 4	296	Grafenwohr	39	39	8.4	328
9- 4	297	Munich-Reims	38	38	8.5	313
10- 4	298	Zerbst	38	38	7.8	298
11- 4	299	Donauworth	38	38	7.5	281
14- 4	300	Royan	38	37	7.5	280
15- 4	301	Royan	38	38	7.8	295
16- 4	302	Rocheft	38	37	7.6	283
17- 4	303	Dresden	29	29	7.9	229
18- 4	304	Straubing	29	29	8.9	255
19- 4	305	Karlsbai	29	29	7.8	226
21- 4	306	Landsberg	29	28	8.9	257
1- 5	307	Chowhound	40			
2- 5	308	Chowhound	40			
3- 5	309	Chowhound	40			
5- 5	310	Chowhound	40			
6- 5	311	Chowhound	36			
16- 5	312	Revival P.W.	20			
19- 5	313	Revival	25			
20- 5	314	Revival	20			

Month	No. of Missions	Aircraft			Sort-ies	Flying Time		Weight of Bombs On all Targets Tons
		Sched.	Took Off	Over Tgt.		Aver.	Total	
1943								
July	7	122	120	90	95	6.9	693	176.5
Aug.	9	160	160	141	143	5.9	929	197.0
Sept.	9	198	195	166	166	5.8	976	355.4
Oct.	8	193	177	134	138	6.7	1090	294.8
Nov.	9	265	259	171	195	6.1	1467	346.4
Dec.	9	368	360	312	317	6.7	2230	616.1
1944								
Jan.	9	347	341	309	312	5.7	1853	683.5
Feb.	12	386	382	333	345	7.3	2620	762.5
Mar.	15	386	381	245	327	6.5	2454	568.4
Apr.	16	450	449	339	374	7.3	2894	818.3
May	21	598	593	463	479	6.8	3704	1025.8
June	26	645	643	514	575	6.5	3951	1296.1
July	22	611	608	543	558	7.3	4229	1147.8
Aug.	18	418	414	331	387	7.2	2912	728.5
Sept.	14	414	413	394	396	7.1	2777	1026.2
Oct.	14	404	403	335	374	7.2	2740	827.6
Nov.	12	302	302	279	284	6.8	1988	699.9
Dec.	10	388	387	375	377	7.2	2742	883.2
1945								
Jan.	12	363	355	332	338	7.1	2415	885.4
Feb.	15	534	532	513	513	7.6	4085	1370.0
Mar.	23	866	864	802	837	7.0	5894	2201.3
Apr.	16	573	572	555	558	7.8	4377	1516.4
	306	8981	8910	7676	8084	6.8+	59020	18427.1

AIRCRAFT LOST AND ENEMY AIRCRAFT CLAIMS

Month	MIA & Ditched	A.O.C.	W.W.	Opn. Salv.	Non-Opn. Salv.	E A/C Claims			
						Total	Dest.	Prob.	Dam.
1943									
July	11			1		12	14	3	8
Aug.	2			2		4	8	1	5
Sept.	13					13	30	7	10
Oct.	4			2	3	9	39	6	15
Nov.	5			1	1	7	1		
Dec.	7					7	7	7	9
1944									
Jan.	5				1	6	11	6	7
Feb.	8					8	12	10	15
March	20					20	31	8	6
April	12				3	15	8	3	7
May	12			3	3	15	37	16	26
June	2	2	5	1	12	22			
July	5			3	3	11	2		
Aug.	5			3	2	10			
Sept.	9		4	1	14	6½	2	3	
Oct.	1			3	4				
Nov.	4		1	3	2	10			1
Dec.	2	1		3	6	1			
1945									
Jan.	1			3	4				
Feb.	6		2	4	12				
Mar.	4			1	5	1			
April	4		3	1	9	14		11	4
May									
Total	142	3	18	34	26	223	222½	80	116

COMBAT PERSONNEL CASUALTIES

Date	KIA	P/W	INT	SWA	MIA	Total
1943						
July	27	59		1	13	100
Aug.	8	2		2		12
Sept.	37	47	5	6	17	112
Oct.	7	24		1	8	40
Nov.	15	8		9	13	45
Dec.	22	12		7	23	64
1944						
Jan.	8	23	1	9	10	51
Feb.	25	12		1	17	55
March	38	118		8	28	192
April	4	56	9	7	38	114
May	10	60		3	19	92
June	12			1		13
July	17	16		4	17	54
Aug.	5	18		7	18	48
Sept.	2	40		11	17	70
Oct.	3	7		4	1	15
Nov.	3	14		8	28	53
Dec.	3	5		9	10	27
1945						
Jan.	3			7	7	17
Feb.	10			3	48	61
March				3	31	34
April				1	31	32
May						
Total	259	521	15	112	394	1301

NARRATIVES OF NOTEWORTHY INCIDENTS

(From Press Releases)
8 September
Paris Mission

The story of how a lone, crippled Flying Fortress engaged in a dog fight with eight German fighter planes that had posed as a friendly escort shot down four of them and returned to England was revealed today when the crew returned to its home base from another field where they made a forced landing.

The Fortress "Iza Angel II" was hit in the wing and badly damaged on the way to attack a target in the Paris area and was forced to leave the formation and turn back. The eight German fighters rode high above the crippled ship in an orderly formation to create the impression that it was a friendly escort. Then, when Iza Angel II was away from the rest of the formation, the German fighters closed in for the kill.

1st Lt. Henry Nagorka of Elyra, Ohio, the pilot, and his co-pilot, 2nd Lt. Gilbert N. Parker, of Seattle, Washington, with their crew members proceeded to dogfight the Fortress against its attackers, twisting and turning the ship in spite of its badly damaged wing to expose less target surface to the enemy and to force him to break off his passes.

Other crew members were 1st Lt. Jerry Jarry Davidson, navigator; 2nd Lt. Mickey Mahoney, bombardier; T/Sgt. Edward Keisler, top turret gunner; S/Sgt. Edward Christensen, waist gunner; T/Sgt. Robert A. Blankenburg, ball turret gunner; S/Sgt. Francis Antalek, radio operator; and S/Sgt. Jack S. Harris, tail gunner.

Several huge holes were punched through the left wing by the first attack of two strings of enemy fighters when "Iza Angel II" was approaching Paris.

"It looked like a 37 mm. job from the size of the holes. Our control cable to the left aileron was shot out and immediately the ship began to shake and shudder all over, like an enormous tail flutter. It jumped way to the left of the formation, and shook itself from that time all the way home.

"We got the bombardier to open the bomb bay doors and dropped the bombs to get rid of their weight. We tried to keep up with our formation but couldn't. Soon after we left it the fighter escort was way up with the leading formation and we were alone.

"We made slow turn and headed back for the coast. We could see the water. We were going down about 1,000 feet a minute. Then the fighters came in and hit us again. Eight of them.

"I had ordered the tail gunner and ball turret gunner to come out and put on their chutes, as I was afraid that the wing was going to come off.

"And the fighters attacked from our tail. I sent the tail gunner back but not the ball gunner, as he wouldn't have been able to get out. But Sgt. Blankenburg went back into the ball turret anyway, without his chute. The ship was shaking all the time. It took both of us to hold the controls.

"We took evasive action continually to keep them from having a steady target to shoot at. On their first sweep, Lt. Mahoney got one, a ME 109.

"When they attacked again, Sgt. Keisler got another one of them. It flew in from overhead and he actually shot the wing off it. There were several times during the fight that all the boys were firing at once, every gun in the ship was clattering."

"Yeah," put in Sgt. Whitehead, the right waist gunner, "the ship was jumping around so much half the time we didn't have a platform to stand on. We were up in mid air hanging on to the guns."

"Sgt. Blankenburg got another one coming in at 5:30, after he had got back in the ball turret. The fellow seemed to stop in mid air, went down out of control and began to burn," Lt. Nagorka continued.

"Three of the enemy planes turned towards home. Only one stayed with us and the boys called him Ferdinand. It was a 109 with a yellow belly and green wings. He kept with us all the way to the coast. The boys did a wonderful job calling his attacks. We did a little bit of dogfighting with him. We would turn into him as he dived and he would overshoot and have to go on and turn and make another pass. He attacked from everywhere, evidently trying to find a position with a gun out.

"He finally got disgusted and made one last approach from the rear. We climbed sharply from him and could see a stream of 20 mm. shells pouring past us just under the wing.

"He must have shot all his ammunition then. He went far out to the left and started wobbling his wings as if to say: "Well, Buddy, you got this round."

Near the French coast, Iza Angel, which was down to 7,000 feet, was startled by a terrific barrage of flak, but it weathered that storm and went on to land at an RAF base.

The crew, which sang "Coming in on a Wing and a Prayer" as they were doing just that thing, was loud in its praise of each other.

Lt. Parker, the co-pilot, said of Lt. Nagorka: "Never once did either one of us do something that the other wasn't trying to do. We worked perfectly together."

An Eighth Air Force Flying Fortress crew reported this afternoon to be "missing in action" over Berlin, tonight was back at its home base, laughing and joking over a madcap trip home when they were never more than one hundred feet above ground.

F/O Bernard M. Dopko of Ode Forge, Pennsylvania, was pilot of the Fortress "Little Willie," which came safely home by the German "Autobahn" route, as the crew reported.

Crew members described these adventures. They flew between two church steeples down the main street of the German city, they flew over a German Army Camp where Nazi soldiers paused in their calisthenics to gaze dumbfounded at the Fortress, they shot up all their ammunition at German defenses on the Dutch coast, they whistled and waved at a pretty German girl cycling down another main street in another city.

The crew returned with only one crew member slightly injured, but with its tail severely damaged, the radio equipment shot up and other minor damage.

"Little Willie's" adventures started over Berlin when a prop ran away on one engine and the supercharger on another went out—possibly from flak hits. The Fort fell from formation and immediately two German fighters swept in for the kill. The tail gunner, S/Sgt. Robert M. Haydon, Jr., of Madison Wisconsin, is credited with driving off the fighters.

F/O Dopko took the only course open, he pointed "Little Willie" nose downward and screamed toward the earth at 4,000 feet per minute, shaking off the fighters.

At 50 feet above the ground, on the outskirts of Berlin, he leveled off and started the long journey homeward.

"Watch out, Dop, you're going to hit the curbstone," his bombardier, 2nd Lt. William G. Kelley of Burlington, Iowa, yelled over the intercom. Kelley was flying his first wedding anniversary.

2nd Lt. Glenn R. Cederstrom of Minneapolis, who was flying on the first anniversary of his commission, said, "Coming over Holland we were flying along a road and came up on a man riding on a cart. When he saw us he jumped off and dived into a ditch. If he hadn't, we'd have knocked him off, we were that low."

Approaching another German machine gun emplacement plainly visible to the crew they saw a Nazi soldier run to his post at the gun, slide into position and then—evidently thinking better of it—suddenly ducked to cover in a nearby ditch.

Every member of the crew joined in the shooting up of German defenses. F/O Dopko rocked his plane violently from side to side to enable the top turret and radio-gunners to point their guns earthward and let the Germans have it.

At the lower level one of the faltering engines came back in, so "Little Willie" had three engines for its low-level tour of Germany. It went over the English Channel ten feet

above the water, but climbed up to 5,000 feet as it came again to England.

A German rocket shell smashed through a front wheel, the No. 3 engine, and the pilot's compartment, and exploded the oxygen system, but the Eighth AAF Flying Fortress "Panhandle" reached England safely for a crash-landing with only three members of its crew suffering slight wounds.

The shiny new Fortress which had left the Boeing assembly line in Seattle exactly one month before was on her first mission over Europe. She was bought by the War Bond purchases of school children in Amarillo, Texas, and named "Panhandle" in their honor.

1st Lt. Kenneth C. McFarlane of Superior, Wisconsin, was pilot of the Fort, which had dropped its bombs on military installations in the Pas de Calais area when it was hit by German ground rockets.

"A rocket shell from the ground hit the nose and took out all the plexi-glass," he said. "The second one hit about five seconds later and that was the one that did the most damage."

"It hit in the bottom of the No. 3 engine, in the well where the landing wheel retracts, and it came out the top of the No. 3 engine. It came through the right side of the cockpit, between the engineer's turret and our seats."

"The shell exploded the oxygen system and caused a fire in the cockpit. The interphone was knocked out too."

"We were at 25,000 feet and we had to get down in a hurry where we could breathe. The explosion knocked me over against the wheel and the ship started in a dive."

"I let down to about 18,000 and pulled it out of dive, settling gradually after that. The explosion had blown out the windows in our compartment and the engineer was trapped in his turret."

"He was caught there, but he was trying to reach out with his hands and beat out the flames. The co-pilot went back and got him free and they put out the fire with a fire extinguisher."

"Number 4 engine, we found out, was windmilling, all the controls to it had been shot away, and we had to feather the prop."

"We were about 15 miles inside the French coast then. The navigator brought us out right between two heavy flak centers on the French coast and we didn't get hit any more there."

"We were losing altitude and we started throwing out guns and ammunition to lighten the ship."

"Coming home we had to stay as close behind the formation as we could, because all the navigator's maps had been shot away by the rocket shell."

"We made a belly landing at an emergency landing field in England and didn't anybody get hurt. The plane is pretty badly cracked up though; it won't fly any more. They are

going to salvage all of it they can."

"He made a swell landing," said 2nd Lt. John H. Lynch of Auburn, New York, the navigator. "Nobody was even shaken up. I was back in the waist and I hardly knew we had landed."

Second Lieutenant Delmont E. Harlow, 21, of Jay, Maine, was navigator on an Eighth Air Force B-17 Flying Fortress which was recently shot down in the Straits of Dover within sight of Calais, where the crew floated for three hours in a German mine field before being picked up.

Information of Fortresses headed for an attack on a German aircraft factory, Lt. Harlow's plane was forced out by an engine failure. Flying on three engines, it made for friendly French territory and then it was decided to try the channel.

So badly damaged that the pilot was unable to steer it away, the Fort passed directly over Calais, where German defenses shot at it with everything they had—and the Fort was at very low altitude.

"We had at least five 20 mm. holes here and there," said Lt. Harlow, "and the plane was full of machine gun holes. Our bombardier was hit by shrapnel from a 20 mm. shell and he may lose an eye."

The Fort passed over Calais and ditched in the channel, close enough for the crew to tell time by a clock in the steeple in Calais. The Germans continued to hurl shells at them as they floated in their rubber boats.

They were in the midst of a Nazi mine field, and every now and then they would float dangerously close to a mine. They finally were picked up by a British motor torpedo boat which threaded its way through the mine field and drew an increased storm of fire from the Calais Germans.

The trip along the coastline before the ditching was a nightmare itself. The No. 3 engine, which was the first to go bad, had a windmilling prop, which caused serious vibrations in the plane. No. 4 was hit by flak and cut out, and just before ditching the damaged No. 2 and No. 4 engines both burst into flame.

Lt. Harlow is the son of Mr. and Mrs. Ernest Harlow of Jay, Maine. He operated his own radio shop in Jay before entering the AAF in December, 1942, in Portland. He was a graduate from Jay High School in 1942.

He is a member of the 388th Bomb Group, a unit of the Third Bombardment Division, cited by the President for its shuttle mission to Africa when Messerschmitt aircraft plants at Regensburg were bombed.

An American bomber crew who risked their lives to bring their flaming plane to a belly landing in a ploughed field, were en-

dangered all over again when they had to run back to the wreck to save the lives of English children who had gathered close by.

The Eighth Air Force B-17 Flying Fortress "Blind Date," was flying fully loaded with fuel and bombs when fire developed in the No. 1 engine. The crew stayed with the plane until the pilot, 2nd Lt. Harold E. Resch, 25, of Linton, Indiana, picked an open place and belly landed.

All crew members emerged from the wreck under their own power.

"I sent the boys out to warn the civilians to get away," said Lt. Resch. "Sooner or later those bombs were going up. The nearest house was 200 yards away."

"Nobody knows where the children came from, but just when the fliers were sure they had done their work well, the cry went up that there were kids near the plane."

"Boy!" said Lt. Resch. "I didn't like the idea of going back." But he went back, he and the two men of his crew who were with him at the time, 2nd Lt. James M. Fraser of Webberville, Michigan, the co-pilot, and Sgt. Herbert G. Jacobs of Miami Beach. They ran back to the burning load of TNT and corraled the youngsters. Then MPs arrived and took over.

When the explosion came nobody was hurt and damage to nearby houses was slight.

That would have been Lt. Resch's second mission. "They broke us in right," he said. First mission—Berlin. Second mission—this."

Lt. Resch is the son of Mr. and Mrs. Walter H. Resch of 149 NW 1 Street, Linton, and his wife is Mrs. Annie K. Resch of the same address. He worked with the Illinois Central RR before entering the AAF in January, 1941.

Forced to bail out of their crippled bomber, 1st Lt. Ronald C. McGrath and his crew all landed safely in England, following a collision in the air. Their plane, a B-17 Flying Fortress of the Eighth Air Force went down in the North Sea. Lt. McGrath who is 27 and comes from Cathlamet, Washington, was the last to leave his aircraft before it headed out to sea.

With the invasion in its fourteenth day, heavy bombers were attacking a synthetic oil plant at Madgeburg, Germany. Lt. McGrath was flying in a large formation that was approaching the French Coast, at 18,000 feet. A plane above him suddenly got out of control.

"He got caught in the prop wash of the lead ship," Lt. McGrath explained, "and it set him right on top of us."

The giant planes collided, separated and collided again, as the two pilots fought to save their craft. As luck would have it, the plane on top was least damaged, later reaching its home field and landed safely. Lt. McGrath's plane was critically damaged, its tail surfaces being crushed and the entire tail almost severed.

"We fell from 18,000 feet to 11,000 feet before we got her under control," he said. "It was a two-man job to hold the nose up, the co-pilot and I pulling together on the wheel. We jettisoned the bombs and prepared to bail out."

In a ticklish spot was tail gunner Sgt. Charles L. Newton, 20, of Woodstock, Vermont, who found the tail compartment cut off from the rest of the ship by the crushed fuselage. Waist gunners succeeded in pulling him through the narrow opening that remained, into the main part of the plane. T/Sgt. Sidney Golden, 25, of Ozone Park, N. Y., who was flying as a photographer, took spectacular shots of the collision and of the injuries to his plane, but was forced to jettison his camera and all his pictures as the crew threw overboard all movable objects—guns, ammunition, armor—in the effort to lighten ship. Finding the plane flyable, Lt. McGrath and his co-pilot, 2nd Lieutenant William J. DeWitt, Jr., of Auburn, New York, headed for England, flying above dense clouds.

"We called Air-Sea Rescue, which gave us headings to the nearest point of land," Lt. McGrath explains. Air-Sea Rescue kept a constant "fix" on them, keeping them informed how far they had to go. When the radio bearings showed that the plane was over land the order was given for the crew to bail out, all except the pilot and the co-pilot. Except for two men who suffered minor injuries on landing, the parachute descents were made without difficulty.

Lts. McGrath and DeWitt then made a 180 degree turn, heading the bomber back to sea. Again Air-Sea Rescue notified them when to jump. When they were clear of the plane it was diving at 180 miles an hour in spite of efforts to hold it level.

Three members of a crew from Lt. Col. Chester C. Cox's 388th Bomb Group, who were forced to bail out of their blazing Fortress, walked five miles through the Nazi lines to reach an American Seventh Army unit, and brought with them a couple of SS German prisoners to show them the way.

They were S/Sgt. Nicholas J. Peters, 24, of Wyandotte, Mich., ball turret gunner; S/Sgt. Clarence W. Gieck, Jr., 19, of Long Beach, Calif., tail gunner, and 2nd Lt. Herbert L. Drumheller, 25, of Pottstown, Pa., the co-pilot.

With two engines out and a wing on fire, the crew bailed out over the Nazi lines. Three are believed to be prisoners of war, the other six escaped.

Peters, Gieck, and Drumheller landed on a little ridge together. While they paused to get their bearings, U. S. artillery laid down a barrage to pin the Jerries down and two liaison planes flew over and buzzed them to point the way to the U.S. lines.

The three started walking, when they

were hailed from a thicket by two German SS men, who had been there hiding for three days without water. They had had enough and wanted to surrender. Sgt. Peters, who speaks German, got their story and persuaded them to go along.

The five men then walked four more miles through the Nazi lines, once passing by a Nazi staff car with two German soldiers standing by.

"If we hadn't had those two SS prisoners," said Peters, "it would have been too bad. But I guess they all thought we were their prisoners."

Escape from a Flying Fortress that exploded in mid-air over the fighting lines at the French-German border brought four Eighth Air Force fliers back to their base to tell an unusual story of devotion to duty that cost their pilot and co-pilot their lives.

One of the Fort's engines stopped functioning before the plane reached its target, a marshalling yard near Saarbruchen. Although they might have dropped out of formation and made for home, the pilot and co-pilot elected to go on for the bomb run.

However, the heavy bomb load was too much for the remaining three engines, and a cylinder head blew on one setting it afire. In less than a minute the bomber was blown apart, wings vanishing in debris, the fuselage cracking into three sections.

The pilot and co-pilot were killed, but the other seven crewmen 'chuted to safety in French territory. Three, the navigator, top turret gunner and waist gunner, were hit by flying debris and are now in an Allied military hospital in Luxembourg. The others are in England.

1st Lt. Daniel F. Gilmore, of Luling, Texas, the bombardier, landed 3 miles from the German lines. He had been blown out of the plane's nose just as he was picking up his parachute. He said he fell unconscious for 10,000 feet, came to, snapped on the parachute hooks, and opened it. During his entire fall, before he recovered consciousness, he had gripped the chute firmly.

The tail gunner, S/Sgt. Michael J. Kuzel, of Ironwood, Mich., went spinning in the detached section. While he was still inside his parachute opened, so he caught up the billowing silk in his arms and jumped clear.

T/Sgt. Arthur E. Weiss, of Chicago, Ill., radio operator, was knocked flat on the floor, crawled to the edge of what remained of his section of the fuselage, and rolled off into space.

The ball turret gunner, S/Sgt. Samuel M. Longtine, of Marquette, Mich., in his turret when the plane exploded, picked up his 'chute less than a foot from the broken ledge, and climbed out while his section of the bomber was falling earthward.

The waist gunner was blown through the

side of the fuselage and didn't remember opening his parachute; the navigator followed the bombardier out the hole in the nose, and the top turret gunner got out the escape hatch just at the time of the explosion.

With his pilot wounded and the cockpit in flames, Colonel William B. David, 31, of Calhoun, Georgia, nursed his Flying Fortress out of an 11,000 foot dive to fly it 500 miles to a safe landing in England. Nine of the crew, including the Colonel, were treated for injuries. The enemy is missing four fighter planes.

Colonel David, Commander of an Eighth AAF heavy bombardment Group was in the co-pilot's place. The bombers had finished blasting a German airfield near Bordeaux and were headed home over the Bay of Biscay. The Colonel's ship, the Fortress "Big Red," which had started out as Group Leader, was now in tail-end-Charlie position—last plane in the last squadron. Enemy fighters made a furious attack.

Colonel David remembers seeing a German fighter peel off to the right, and he saw gasoline pouring from a right wing tank. The Fortress had been hit by 20 mm. shells. At almost the same instant bullets slashed into the cockpit from a dead-on attack, one of them wounding the pilot in the leg, others drilling the hydraulic system and an oxygen tank. Colonel David found himself in a sea of flames that burned his hair, his face and hands, and shrivelled his flying jacket. For some seconds the ship flew wild.

Then the Colonel put the plane in a dive.

"My first thought was to get down to the water," he recalled. "We were too far off shore to have any chance if we bailed out."

While the ship plunged from 21,000 feet to 10,000, the fire burned itself out. Carefully, his eyes peeled for enemy fighters, Colonel David pulled the big bomber out of its dive. The wings stayed on, the ship flew level and the leaking gas tank did not explode.

"My plan, then, was to head straight out to sea and make a run for it," the Colonel explains.

Enemy fighters returned to the attack, firing their tracers at the flood of gas from the bomber's wing. Alone in the cockpit, Colonel David flew evasive action. In a twenty-minute battle, his gunners knocked down four of the German planes and drove off the rest. The Fortress' wounded engineer, T/Sgt. John J. Thomas, 29, of Gloversville, New York, succeeded in transferring gas out of the damaged tank, and the torrent stopped. "Big Red" headed home.

In the end, it was Colonel David in the pilot's seat and bombardier Captain George Bartuska, 23, of 1212 E. Donald Street, South Bend, Indiana, in the co-pilot's place, who brought the ship to a safe landing at the home field. They had flown far out to sea to avoid the Brest Peninsula.

This was the sixteenth time that Colonel David has led his Group in attacks on German factories and installations, and the third time for a Bordeaux target. He holds the Air Medal with two Oak Leaf Clusters and the Distinguished Flying Cross and—now the Purple Heart.

On December 5th, Staff Sergeant Donald Van Gundy, of Spokane, Washington, completed his 25th mission, the first man to conclude his tour of operations in this Group. Sgt. Van Gundy has won the Air Medal with three Oak Leaf Clusters and the Distinguished Flying Cross. He had participated in such famous missions as those against Stuttgart, Hanover, LaPallice, and Regensburg. Regensburg was the high light of the shuttle flight to Africa. Van Gundy is officially credited with one enemy fighter plane.

To the air crews, Van Gundy's achievement gave proof that there was a good chance that other fliers would "live to tell the tale." To the ground crews it became a source of pride that they might now consider the Group and themselves as veterans in the ETO, participants of much destruction delivered to the German war machine—and the spirits of everyone on the base went up. They felt a share of Van Gundy's success. A score of other Combat men had equalled Van Gundy's record before the end of 1943.

It may be that he is the only man who has fallen out of a Flying Fortress without the benefit of parachute, and lived. He is Staff Sergeant James Frederick Jones, 21, of 1213 Greenmount Avenue, Baltimore, Maryland, tail gunner of the Flying Fortress "Gremlin Gus," and he not only lived, but was around, smiling and unmarked, three days after the accident. He had suffered a slightly sprained leg.

Jones' Fortress (he was not riding in Gremlin Gus that day) was returning from Bordeaux, one of the longest American missions. They were over England, but lost in darkness and fog. It is now known that the altimeters were some 1000 feet in error, due to a storm center.

"There were searchlights flashing the base," says S/Sgt. Jones, but the lights were in valleys. We thought we had altitude."

The ship struck the top of a hill. At the first impact Jones was thrown against his escape door and it came open. The ship ballooned into the air then started down. Jones went out the door.

"I didn't know what the hell had happened," says Jones. "I grabbed the rip cord with both hands and pulled."

His chute was beginning to string out behind him when he struck the ground on his left side. It is now known that he rolled a hundred yards, winding the chute around him as he went.

"When I woke up I saw a red flare," says Jones. The red flare was fired by another survivor who was at the wreckage of the ship, which had come to rest three miles from where Jones lay. The first flare was fired two hours after the crash.

Although he had been unconscious two hours, Jones had to be treated only for a slightly sprained leg.



JAMES FREDERIC JONES

In June, 1944, strange things were going on around Station 136. Certain personnel would be gone for several days with no apparent excuse. When asked where they had been they would answer, "Fersfield." The motor pool was getting continual requests for transportation to Fersfield and then find that the trucks and cars would not be back for a few days. Then a request went out for volunteer pilots and co-pilots. There was no explanation as to what they wanted the pilots to do except that the work was quite dangerous. The strange thing about that was that almost to a man everyone volunteered. Certain men were exempt because of their duties or responsibilities at Knettishall, but still there were many more volunteers than were needed, so a list was made up putting all available volunteers in an order to be called later.

It was not too long before everyone knew that something was going on at the Fersfield Base just nine miles away. Two or three crews complete were transferred to Fersfield, and such transfer was made orally as no paper was kept on men going to the satellite field. By the end of 30 days a complete squadron had left Knettishall. And still the Group was required to put full formations in the air against the Germans. Everyone thus had their work doubled up because of the shortage of men. In addition several planes were sent over or were held available for use by Fersfield.

Not too much was ever told of the activity at Fersfield, but that was the proving ground for the robot planes or the Radio Controlled planes. The project was to fly pilotless planes to the enemy targets guided by crews in Mother planes flying over the Baby planes. The Baby planes were stripped down War Weary

B-17s loaded to the maximum with high explosives. The reason for the volunteer pilots was to take the Baby planes off the ground, establish contact with the Mother plane, and when all was ready bail out as the plane neared the English coast on the way to German installations.

Several missions were flown by the Baby planes which were made to fly into the target and explode upon contact. Missions were to Germany, Heligoland, Bordeaux, France, and to the Calais area on the west coast of France. The main obstacle which had to be reckoned with was the weather. As a result of the poor weather conditions only a few missions were considered successful as to bombing; however, that was all experimental work and the knowledge gained from running the missions and from flying the practice missions was tremendous.

It has been learned that many of the men who were at Fersfield were also used in the Crossroads operations at Bikini Atoll in the summer of 1946.

Pictures of the activities at Fersfield are unavailable because of its secrecy, but it is only proper that it should be noted that men of Knettishall had such a definite part in the development of radio controlled airplanes.

The Fersfield Base was used until the first of January, 1945, when all personnel there was moved back to Knettishall because of the need for the base there by the British. After returning to Knettishall, two additional missions were run. Both were run at a time when regular operational missions were in effect, and the confusion of running two missions (one with such extremely high explosives) was handled well with the two projects work-

Army Reveals Death Bombers, Forerunners of Atoms

Directed by Radio; Air Force Reply to Nazi Rocket Bombs

(The army air forces Thursday permitted disclosure of one of America's great secrets of the war—the "death bomber." The following exclusive description of its development was written by Franklin Banker, former Associated Press war correspondent, who observed it at close range in England. Sworn to secrecy, he was not permitted to write his story for more than a year. Banker now is a member of the Associated Press Pittsburgh staff.)

BY FRANKLIN BANKER

Pittsburgh. — (P) — Disclosure of one of the most dramatic chapters of world war 2—how dozens of daring American air-

men, flirting constantly with death, worked in the greatest secrecy to develop a "death bomber" as an answer to the Germans' rockets and buzz-bombs—was authorized by the army air forces Thursday.

The "death bomber," forerunner of the atomic bomb in that it was designed to destroy all enemy personnel and war installations over a wide area at a single blow, was born at an United States bomber base in England.

Principally, it comprised a worn-out Flying Fortress jammed to capacity with tons of explosive many times more powerful than T. N. T.

"Died as It Killed"

Good for no other purpose because of the heavy duty of its tour of bombing missions made it unsafe for further formation flying, this pilotless B-17—once

would be sent crashing down on its target by means of radio apparatus in a small control plane flying nearby.

Because of the great hazard involved, only volunteers and veteran fliers were assigned to develop the "death bomber," which "died" as it killed.

A crash on takeoff might have killed everyone at the base. Once safely in the air, the two-man crew of a pilot and copilot bailed out and the bomber was guided over the English channel by radio control.

Kamikaze Technique

Spared from the salvage pile, dozens of old bombers were consigned to the project when, after the 1944 invasion of France, the Germans began their flying bomb and rocket bombardment of England.

Because the air force was loth to use any weapon unless its aim-

ing accuracy was insured, the "death bombers" were never employed in any great number. A few were dropped on the giant concrete buzz-bomb launching runways the Germans built along the Pas de Calais coast of France. After that the war rolled so swiftly on to Germany that standard type bombing filled the bill.

The kamikaze technique later evolved by the Japanese resembled the "death bomber" idea but no fliers were in the American planes and only worn-out fliers were used for their last, colorful, destructive blow at the enemy.

Doolittle's Brain Child

The project was a brainchild of Lt. Gen. Jimmy Doolittle's Eighth air force. Its development occurred in the Eighth's third bomber division, commanded then by

DEATH BOMBERS

(Continued on Page 19—Col. 4)

DEATH BOMBERS

(Continued from Page One)

Maj. Gen. Earle E. Partridge and formerly by Maj. Curtis E. Lemay, the B-29 bomber of Japan.

The experimentation centered, however, within the crack flying Fortress group of Col. William David of Calhoun, Ga., former University of Georgia football and boxing star. Much of the engineering work was done at his bomber base. Experts from his group loaded and flew the lethal planes at another base, secret and sequestered to keep loss of life at a minimum.

Here one of America's great secrets of the war was kept secret right under the noses of the Germans. The bombers, conspicuous with their white paint, were parked out on the open on hardstands but camouflage netting apparently hid them successfully from the lenses of German photo reconnaissance planes.

Worried During Test Hops

However, the white B-17s were flown almost daily over the English countryside in broad daylight. Tinkling with suppressed excitement over the great potentialities of their work, key fliers in on the secret corked a wily and worried eye at the test hops. A few fliers were killed in the tests.

The Forts were stripped of their guns and extra equipment to make plenty of room for the explosives. Airmen tinkered constantly with P-38 Lightnings and other fighter types, trying them out as radio control ships to accompany the "death bombers."

Navy and marine officers—a rare sight at army bomber bases in England—arrived and lent their skill to the project.

Guards Tight Lipped

Greatest pains were taken to keep the project secret. Many G.I.s at Col. David's base didn't know what was going on. Tight-lipped guards kept curious soldiers away from the planes and hangars.

Then an Associated Press war correspondent. I spent some time at the base watching what experimenting was open to the eye. I was the only reporter there at the time, for this, high air force officers were undoubtedly thankful, as they later had me questioned and impressed with the tremendous importance of the secret. I kept the secret, naturally—until its official release Thursday.

ing together in planning loadings and take-offs.

Due mainly to concentrated drive upon the Germans in the early part of 1945, the weather, and the distance and scarcity of suitable targets, the project was halted as far as work in England was concerned. Certain special personnel were transferred back to the States to continue their work, and all other personnel were back at their jobs at Knettishall. And once more the 388th Bomb Group was able to put up full

formations against the Germans without the increased amount of work caused by short-handedness.

The following news item appeared in the Sioux City Journal on Oct. 12, 1945, just after many of the Group personnel had been at Sioux Falls, S. D. where the Group was broken up.

Another chapter in the history of the 388th Bomb Group (H) and units at Knettishall, England.

GRID BOMBING—THE ZETTEK WAY

Grid bombing is any means used to bomb an obscured target whose position is related to check points observed during the bomb run.

Captain Charles M. Zettek of San Leandro, Calif., is the 23-year-old bombardier of the 388th Group who perfected a practicable technique of the hitherto neglected grid bombing.

A member of an original crew to train with the 562nd Bombardment Squadron in the States, he came overseas with the Group and served as Squadron Bombing Officer. Eleven months passed before he completed his tour of operations—one of the few original crews which survived the vicious Luftwaffe attacks of 1943,—because his was a 388th lead crew for only every fourth visual-bombing, deep-penetration attack against the enemy. And so it happened that Captain Zettek was the bombardier occasionally leading the Eighth Air Force heavy bombers, as well as the 45th Combat Wing. He was Group Lead Bombardier on such outstanding missions as Gdynia, Magdeburg, Metz, Osnabruck, Regensburg, and a number of Noball missions. In August, 1944, although he already completed his operational tour, Captain Zettek volunteered to participate in the first shuttle mission to Russia. Flying in the lead aircraft of the Eighth Air Force bombers, he shacked the oil refinery at Ruhland, Germany, enroute.

Zettek's bombing record tops that of any other in the 388th Group, and is probably one of the best in the Eighth Air Force, having 15 "bulls-eyes" out of 27 tries. His remarkable theoretical knowledge of bombing technique, which is made effective by his coolness under combat conditions, is highly rated by 388th S-2 and S-3 officers. These same qualities largely account for the citations awarded to him by higher headquarters. After serving for 16 months in England he was returned, in November to the Zone of Interior, wearing the Air Medal with three Oak Leaf Clusters, and the Distinguished Flying Cross with two Oak Leaf Clusters. Moreover, he was recommended for receiving the Silver Star for his achievement as lead bombardier of the Russian shuttle mission, but the recommendation was disapproved by higher headquarters.

His interest in technical skills may be traced back to his civilian record. Charles Zettek had attended Polytech Engineering College and a two-year course in architecture at the University of California before entering the AAF in March, 1942.

The problem which makes grid bombing desirable first confronted Captain Zettek on the Gdynia, Poland, mission of October 9, 1943. The 388th S-2 report on that mission reads, in part: "The briefed course, across Denmark, and across the Baltic, skirting the southern tip of Bornhorn to the northeast coast of Germany, was followed to the IP. Crossing the Danish coast the lead (Zettek) bombardier's ship was hit by flak, and again when crossing the German coast. In the latter case some of the AFCE was damaged, so Lt. Wilson flew the ship on its bomb run manually. By the time our group was making its bomb run the Germans had already laid down a very effective smoke screen over the port area of Gdynia, completely concealing the area in which our assigned target, the cruiser Nurnberg, was supposed to be lying. Consequently, the lead ship held its bombs and proceeded to make a wide circle to the right, out into the Bay of Danzig, out in front of the 96th, and came back on a second run on a heading of 270 degrees.

"On this approach there was really but one hole in the smoke screen. In the center of that hole was located a large ship berthed along the north side of the French wharf. The lead bombardier synchronized on this ship,—and the bombardiers positively report two and possibly three direct hits on the ship, with a pattern enveloping the target well. In addition, the bombs did considerable damage to . . .

"British Bomber Command reports that a photo shows our target to have been the liner Stuttgart (14,000 tons). It was well on fire and being towed away from the French wharf."

Such experiences as that one impressed Zettek, a first lieutenant at the time, with the need for a method of bombing that would neutralize the growing practise of the Germans to provide effective smoke screens over their important military installations. A similar bombing problem is faced by bombardiers when their formations have been proceeded by other groups whose bomb bursts also screen a target.

With his tour completed Captain Zettek remained with the group to act as squadron bombardier instructor. This post gave him opportunity during the summer and fall of '44 to study the problem of bombing obscured targets and to experiment with methods for its solution.



CHARLES M. ZETTEK

Like all bombardiers of the Eighth Air Force he was already acquainted with the plexiglass grid scale devised by RAF which the various bomb groups had considered—and filed away. The proposed use of the scale was limited to difficulties encountered when partial cloud cover obscured the target area, allowing, however, enough visibility for a bombardier to pick up a recognized check point in the clear. The bombardier was to synchronize on this identified point and delay his bomb release "a grid distance" from that point to the assigned target.

But the instructions that accompanied the grid scales merely pointed out the desired results without explaining exactly how to achieve them.

Came the day when an air raid alert was a German Command signal for the use of smoke pots at numerous target areas which lay within the likely course of the American bombers. Still there was no SOP method devised to combat the growing problem for the bombardier.

Captain Zettek experimented with all the original grid systems, and abandoned them all except the R.A.F. Ground Speed-Second Delay Grid, after finding that the human and

mechanical errors of other systems could not be satisfactorily overcome regardless of effort given to their perfection.

The plexiglass grid is marked with horizontally and vertically charted lines. On the margin of the grid and parallel to the horizontal lines is a chart that indicates the seconds that bomb release is to be delayed in relation to speed and distance involved in the bomb run.

When use of the grid scale has been decided upon, in last minute preference to visual bombing, it is fastened by a pin or tack to a map of the target. The grid is then rotated to allow the central vertical line to overlap the check points leading to the target. The horizontal lines are scaled to measure miles on a map scaled one inch per 1,000 feet.

The grid scale is now positioned for the bomb run. The bomb sight is synchronized on the IP which is in line with the target and the preceeding check points. If, for example, the grid scale indicates a distance of ten miles from the IP to the target, and if the ground speed of the aircraft is 200 miles per hour, the chart on the margin of the grid scale specifies that release of the bombs be delayed 34 seconds after synchronizing on the IP. Toggle the bombs 34 seconds later and the target



ZETTEK — GEN. PARTRIDGE — COX

will be hit—provided the aircraft has been kept on course.

This system of "second-delay" grid bombing involves two basic problems—Course and Rate. These problems can be solved by diligent practice and constant study of targets and of the grid bombing technique.

Captain Zettek, consequently, established this technique: The course is killed on a series of pre-briefed check points from the IP to the target. Using the vertical hair on the sight as a track indicator, the rate is decided upon after reading the tangent from the sight and getting an accurate ground speed from tables on hand. With the course killed the bombardier makes a final synchronization on a point in the clear and lets his indices cross, completing his part in the bomb run. (It is also possible for him to synchronize on a check point in the clear beyond the target, in which case a given number of seconds is subtracted from the bomb run to that check point, for release of the bombs.)

The navigator who has been standing by with a stop watch waits the given number of seconds, and releases the bombs. If during this last hitch of the bomb run, however, the bombardier identifies the target area, he may signal the navigator to cancel the grid bombing in favor of visual bombing.

Captain Zettek was made bombing instructor in the lead crew squadron when the 562nd Bomb Squadron was organized as such in September. He was now in a position to bring his studies to light. A quiet, good-natured person, he suddenly turned salesman, convincing the group command, S-2 and S-3 officers that grid bombing could be made an

effective means to overcome the enemy's use of smoke pots, and the handicap of small clouds or haze over the target. He wrote a thesis on grid bombing which came to the attention of General Partridge, Commanding General of Third Bombardment Division, who visited Zettek, heard him lecture on the subject, saw it demonstrated in a practice mission.

Grid bombing is now an established part of the training program for lead bombardiers and navigators. S-2 officers instruct them in map study to acquaint them with check points. They hear two lectures on the theory of grid bombing and then participate in two practice missions. The first mission is a low level flight, the second practice flight is from high altitude. Success of this practice bombing has been consistent and complete. On the first try, most crews scored hits within 150 feet of the MPI (in the Wash).

Captain Zettek repeatedly emphasizes the need for exact training and preparation. A bombardier with advanced skill is required to make grid bombing essential, capable of killing the plane's course under adverse conditions, skilled in picking out check points. With these requirements fulfilled the final essential to success is perfect timing,—ground speed must be estimated exactly. Error can be avoided when the bombardier finds his rate by exact use of tangent reading to get more ground speed. The navigator must be trained in team work with the bombardier and have a thorough understanding of the grid's use.

S-2 plays an essential part in the use of Grid Bombing. S-2 officers must select adequate check points along a straight line of

course to the target, and must brief the lead team accordingly. In order to allow ample time to correct course and drift of the aircraft, a longer bomb run is required for grid bombing than for visual bombing.

A fan-out approximately three minutes before the IP must be executed so the high and low squadrons of each group may cross over the IP on course.

First operational use of grid bombing by the 388th occurred on 7 October 1944 when its formation encountered a smoke screen at Bohlen. S-2 had provided adequate check

points for the use of the grid, and lead bombardiers knew how to use it. Results: The bomb pattern fell about a mile and a half beyond the target although in direct line with the target and the heading of the aircraft. When Zettek heard the news he was terribly disappointed, especially when he learned that a substitute navigator had toggled the bombs at the wrong second because he had never been checked-out on the use of the stop watch with grid bombing. But the 388th has great faith in the Zettek way and anticipates bombing results that will neutralize the enemy's efforts to hide from the AAF's aerial onslaught.

Captain Don Ong is one of the few to receive a special story in this publication, but he set a record that was unequalled in our group and probably in any other group in the European Theater of operations. Don joined the Group in the middle of 1944 and at the time of the "D" Day missions had not yet finished his training for combat. However, in the next 74 days Don



DON ONG

flew 30 missions without turning back once. Upon the completion of that first tour he was sent to the Zone of Interior for thirty days R. and R.

On his return to the Group Don was made a Lead pilot and given a new lead crew. Then, with complete disregard for targets, weather and other nerve-racking obstacles he proceeded to fly 20 more missions in less than three months. And he did that without once having to turn back from a formation. In 1944, Don's first mission was to Berlin. In 1945, Don's last mission—No. 50—was to Berlin. Fifty Missions with no abortions in European Theater Heavy Bombardment Flying is indeed a record to be proud of.



The 388th Bomb Group took part in three operations in support of the Maquis in southern France. Each time the "Bomb Load" consisted of metal containers filled with supplies for fighting the Germans. On one especially interesting mission, Marine personnel were ferried to southern France where they bailed out of the B-17s from an altitude of 400 feet. Each of the eight men jumped from the rear escape hatches as the cannisters were released.

Major Ortiz, who was to act as organizer of the French in that section rode in the lead plane and was the first to jump. He was a man of French parentage and had grown up in Pennsylvania. He had been in the French legion and, at one time during World War II, had been captured by the Germans while fighting with the French. He had escaped in a hair rising manner and joined the American Marines. Major Ortiz was truly a soldier of fortune, and won the hearts of Knottishall men. Prior to his mission to France in our plane he made a practice jump over the landing field one afternoon to test his equipment. The jump had been announced by tannoy and many watched as he leaped from the plane.



Chaffin Maj. Ortiz Boozer Olsen Trauth
(Marine Corps) (Inf.)
Just after Ortiz made practice jump over field

LEAD SQUADRON

November 1944

As directed by Third Division Headquarters the 388th Bomb Group has reorganized one of its four bomb squadrons—the 562nd Sq.—for the purpose of improving the training program and general efficiency of all lead crews of the bomb group.

Heretofore, the lead crews of each squadron received training under direction and supervision of Group Operations Office. Now all personnel of lead crews live in the same area and follow a training program that is planned by the 562nd training officer. These officers and men receive as much special consideration as is practicable; are given passes as frequently as possible. In short, not only is their training highly specialized and their aircraft the best on the field, every effort is made to keep their morale at a high peak.

Combat officers, radio operators and engi-

neers attend several classes each day, hours of specialized studies according to their respective aircraft positions, and put in more hours of practice flying than to regular crews.

Air echelon of the 562nd include 15 lead crews, three non-lead crews that are about to complete their tour, and two new crews completing the intensive training requisite to their new responsibilities.

Combat personnel for the 562nd are individually selected. If a navigator gives a high standard of performance in combat or otherwise indicates his exceptional capability, he is transferred, individually to the 562nd Sq. and receives specialized training before being again declared operational, for he must become an expert in the use of PFF and mickey equipment as well as the more common navigational procedures.

COMMAND PILOTS

Each combat mission had one command pilot who was responsible for the entire formation, and in many cases of the Air Force, The Division, or the Wing. In addition there were deputy command pilots in the formation leading the squadrons. Only the Commanding Officer or his Deputy was permitted to lead the Air Force or the Division, and an officer had to be a Major before he was allowed to lead the Wing.

These Command Pilots were responsible for their specific formations and were required to make the decisions after the planes were airborne. It was necessary to train men for those responsible jobs, and in almost all cases in the Group the Command pilots were former first pilots of combat crews.

The 388th Bomb Group was exceptionally fortunate in its selection of command pilots, and this was shown in the good record of combat flying. The group was also fortunate in that a relatively few Command Pilots were lost in action. A total of only seven Command pilots were listed as missing in action.

The following list shows all officers who were at one time or another a command pilot. The total number of missions is the total flown with the Group, and does not indicate just how many were flown as Command Pilot. Most of the officers who have over thirty missions and some others flew their second tour as Command Pilots. Many with only a few missions were either late in joining the group or were transferred out at an early date.

Col. William B. David	25	Maj. Jason Campbell	27	Capt. Button	17
Col. Chester C. Cox	25	Maj. B. C. Reed	5	Capt. Granucci	20
Lt. Col. Andrew A. Chaffin	29	Capt. Davis	30	Capt. Samson	41
Lt. Col. Robt. Satterwhite	16	Capt. Bragg	29	Capt. Gaspard	17
Lt. Col. William Chamberlin	17	Capt. Hilton	30	Capt. Pfeiffer	20
Lt. Col. Francis Henggeler	27	Capt. Wilcox	12	Capt. Olsen	12
Lt. Col. Roy W. Forrest	26	Capt. Cockerill	41	Capt. Hoff	25
Lt. Col. Gilbert E. Goodman	33	Capt. Gunn	45	Capt. H. Beatty	46
Lt. Col. Rex W. Beach	22	Capt. Bohne	39	Capt. Teal	28
Lt. Col. James Pierce	17	Capt. Maring	20	Capt. Thompson	35
Lt. Col. Byron E. Hall	11	Capt. Taylor	2	Capt. C. Beatty	25
Maj. Ben E. Terry	30	Capt. McClung	6	Capt. Harker	27
Maj. Leo G. Burkett	30	Capt. Poland	39	Capt. Godby	9
Maj. Richard E. Bynum	25	Capt. Hayden	50	Capt. Wickman	21
Maj. Ivan E. Willson	41	Capt. Keck	50	Capt. Davidson	7
Maj. Royce G. Trauth	21	Capt. Houghton	35	Capt. Humphries	6
Maj. Frank Hess	28	Capt. Rye	30	Capt. Job	6
Maj. Thomas Dennis	40	Capt. Caffee	50	1st Lt. Casper	8
Maj. William Harrell	6	Capt. Littlejohn	33	1st Lt. Yenerich	
Maj. William Atkinson	15	Capt. Oswald	38		

A FEW OF THE GROUP LEAD PILOTS . . .



Melton



Jarrendt—an original Group member



Wisehart—an original Lead Pilot



Holloway



Gabler



Montgomery—after returning from Sweden



Ingelbritsen



Hancock



Gunn



Gauthier



Cooke



Penton



Harker



Zengerle



Bohne



Goodman



Littlejohn



Johnson



Andrecheck



Rogers

On this day nineteen hundred and forty, the
fickle finger of Fate has traced on the rolls of the

LUCKY BASTARD CLUB

The Name of



Who on this date achieved the remarkable record of having
sallied forth, and returned, no fewer than twenty-five times,
bearing tons and tons of high explosive Goodwill to the
Fuehrer and would-be Fuehrers, thru the courtesy of the
Eighth Bomber Command, who sponsors these programs in
the interest of Government of the people, by
the people, and for the people.

COMMANDING OFFICER

AIR EXECUTIVE

SQUADRON C.O.

OFFICIAL SEAL

GROUP OPERATIONS

SQUADRON OPERATIONS



SPECIAL EVENTS

LT. COL. DAVID TAKES OVER COMMAND AT KNETTISHALL



The American Flag goes up



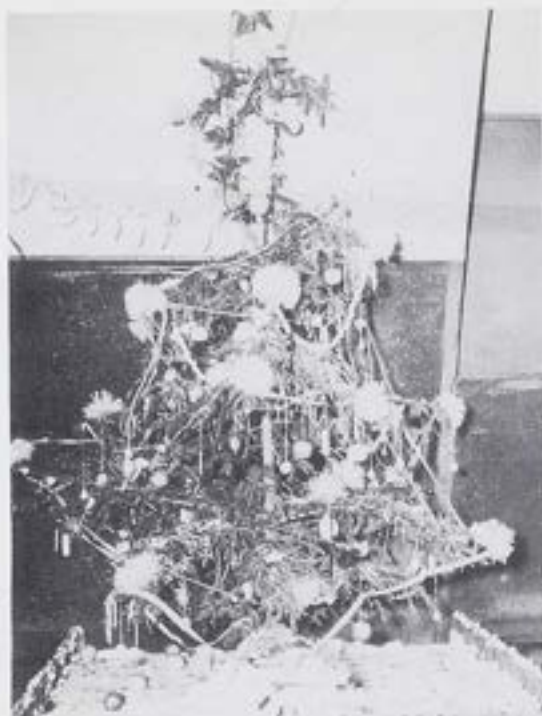
Reviewing the departing Englishmen

First parade at Knettishall



CHRISTMAS PARTIES FOR ENGLISH CHILDREN, 1943 and 1944

The N.C.O. Rucker Club gave a Christmas Party to 120 English children from nearby communities. Two-hundred and ten were the guests of enlisted men at the Red Cross Aero Club on the following day, 22 December. Another 200 children were entertained at a third Xmas party which was sponsored by the officers at their William B. David Club. The 530 young guests were rounded up by Miss Ann Nagle, Director of the Aero



the tots who very carefully managed their over-flowing plates of the precious stuff. They spilled far less than did the cautioning school teachers and G. I.'s trying to guide them.

"The difference between the reception given to movies of Popeye the Sailor and of Mickey Mouse, and the presentation of gifts by Santa Claus was very noticeable. The first brought forth peals and squeals of laughter, the gifts a hushed expectancy."



Club, assisted by Station Chaplain Fulkerson who coordinated all the activities. Children came from ten small school houses within a six mile radius, and 25 war orphans from Thetford. Members of each of the above clubs supplied gifts, refreshments, and planned the entertainment for their respective parties. To quote a P.R.O. release:

"Chocolate ice cream and cake, party dish non pareil in America, went over big with





THE "GREMLINS" ADOPT A WAR ORPHAN

Each member of the "Gremlins" gave freely to adopt a War Orphan, and for one day she reigned as the Queen of Knettishall.

A SPECIAL PARTY WAS ARRANGED

A special party was arranged when it was expected that Captain Dick would be recalled to the States. He lost his left leg as a result of an aircraft accident when he was returning from an operational mission September 1943.

The party in honor of Captain Dick was a visit by Irving Berlin to the U.S. Hospital at Staunton. Berlin then took Captain Dick and the officers from this Station who shared the visit to witness the night's performance of "This Is The Army" at Bristol, England.

This honor was appropriate because Capt. Dick, introduced as such to the audience that night, has been known as one of America's outstanding young dancers, having appeared in the Broadway productions "Thumbs Up," "Leave It To Me," "Keep Off The Grass," "Higher and Higher," "All In Fun," and "On Your Toes."



HEADQUARTERS
AAF STATION 136

3 May 1944

SUBJECT: Completion of 100 Missions.

TO : All Personnel, Station 136.

1. On July 17, 1943 we performed our first mission against the enemy. On April 26, 1944 a little more than nine months later we completed our 100th mission.

2. It is not necessary to enumerate the successes that have been achieved by this organization. You are all aware of the brilliant record that has been made. This record has been made by the faithful and whole-hearted efforts of all of you. I wish to express my deep appreciation and gratitude to every officer and enlisted man of Station 136 for the manner in which you performed your duties this period. I am proud to be one of you.

3. A celebration has been planned for May 8, 1944, but due to anticipated heavy operations, it has been necessary to cancel the proposed party. It is not fitting to honor this occasion in a mediocre fashion. We will file this celebration until a later date, a day when it will be permissible to "take the lid off" and go "all out" in a party that will long be remembered.

4. Following is a commendation from Major General Le May which I take great pleasure in passing on to you.

WILLIAM B. DAVID
Colonel, Air Corps
Commanding

HEADQUARTERS 3D BOMBARDMENT DIVISION
APO 559

29 April 1944

SUBJECT: Commendation

TO : Commanding Officer, 388th Bombardment Group (H), AAF Station 136, APO 559, U. S. Army.

It is my pleasure and privilege officially to commend the officers and men of the 388th Bombardment Group (H) and all units serving therewith for their outstanding achievement in successfully completing between 17 July 1943 and 26 April 1944 one hundred (100) heavy bombardment missions against the enemy. Carrying the war home to Germany with unrelenting fury despite the world's most concentrated anti-aircraft and fighter defenses our bombers and crews are gradually, but inevitably, breaking the Nazi will and ability to fight.

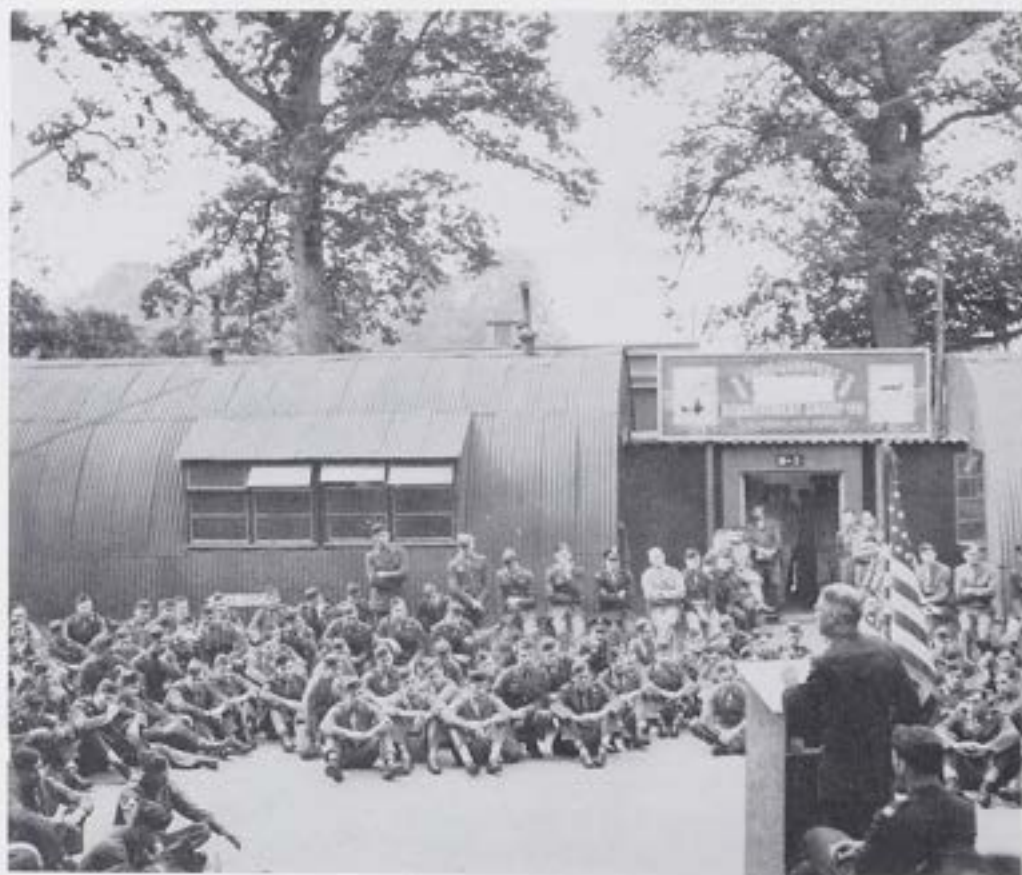
On 17 July 1943, you tried your unfledged wings in the raid on industrial buildings at Amsterdam, followed immediately on 29 July 1943 by the destructive bombing of the Arada FW-190 factory at Warnemunde. On two important missions to Regensburg, 17 August 1943 and 25 February 1944, the 388th's exceptionally good bombing on the first raid contributed to the destruction of the ME-109 plant, then producing one third of Germany's fighter planes, and on the second raid inflicted very serious damage to the ME-190 and six-engine troop transport assembly plant. Striking far from home bases, on 9 October 1943 you wrought destruction to the port installations and submarine repair facilities at Gdynia. Your bombing was accurate at Schweinfurt on 14 October 1943, where the largest ball bearing works in Europe was blasted, and also on 16 November 1943 at Rjukan, Norway, when by expert navigation you found the small, distant plant which manufactured nitrogen and other chemicals for the Germans. Over Berlin four times in the first ten days of March 1944, you again demonstrated most effective bombing on 8 March 1944 with terrific damage to the vital Berlin/Wildau plant, a target of opportunity, producing bolts, nuts and aircraft sub-assemblies. The 388th Group loosed its bombers against the enemy 11 times during the first 26 days of April with devastating effect on some of Germany's vital installations, including the Achmer airdrome on the 8th, the Marienehe air field and the Pozen aircraft component factory on the 9th, the RE-177 factory at Rostock on the 11th, the Messerschmidt plant at Augsburg on the 13th, the important marshalling yard at Hamm on the 22nd, the fighter plants at Freidrichshafen on the 24th and installations in the Hanover area on the 26th.

The success of the Group's bombing operations testifies indisputably to the meticulous care with which its missions have been planned and executed and to the discipline, skill and gallantry of its combat and ground personnel. Commended alike are the officers and men now present for duty and those whose absence is keenly regretted. To you and to them are due eternal praise and gratitude for heroic accomplishment in battles well fought, worthy of the highest traditions of the Army of the United States.

I am confident that you will bring added honor to yourselves and your country in the future great air engagements which must be fought to bring our common endeavor to a victorious conclusion.

/s/ Curtis E. Le May
/t/ CURTIS E. LE MAY
Major General, U.S.A.
Commanding.

FOURTH OF JULY PROGRAM, 1944



THE WAR BOND DRIVE

Personnel of the 388th Bomb Group have always been sold on the idea that theirs is and must continue to be the BEST bomb group in the world. This pride in their unit contributed more to the success of the Eighth Air Force's War Bond Drive at this station than did any other motive.

Throughout August men at Station 136 were asking each other two questions: How do our Bond sales compare with the other Groups? How many Bonds have YOU bought? No sooner was the suggestion made that winners at poker and crap games hoard their winnings than did they drop their pound notes on the War Bond Officer's table for conversion.

At intervals a "score sheet" was published to keep the men informed of the Drive's progress, and which urged them to make every effort to keep the 388th at the top. Sales were recorded on a Bondometer which was constructed at the traffic center of the station.

Many prizes were offered and were an added incentive to the sales, but such incentives as a case of whiskey, seven chances to win a 7-day furlough, a 3-day pass to each man who purchased one or more \$25 Bond. These prizes would have been ineffective if 388th personnel had not the will to win top honors of the Eighth Air Force.





563rd BOND BUYERS

GLENN MILLER VISITS KNETTISHALL

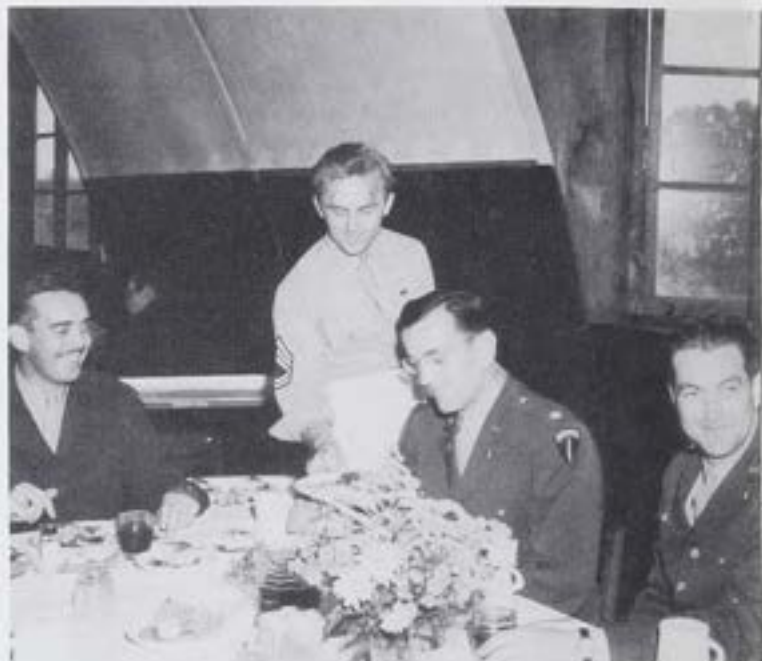


On the 25th of August 1944, Major Glenn Miller entertained the 3,000 men of Station 136 with his organization of 50 men. The program included classics as well as popular dance tunes, appreciation for which was measured by terrific applause and enthusiasm.

The pictures that follow show Glenn Miller with Knettishall personnel.



Col. David, Col. Old, Major Miller,
Lt. Col. Cox, Lt. Col. McLaughlin



Station Hospitality



With Lt. Richard's Air Crew and the Ground
Crew of the newly christened "Moonlight Ser-
enade"



With Capt. Robbins, Station 136 Special Offi-
cer who arranged the entertainment.

200 MISSION PARTY

THE 388th's DAY OF CELEBRATION

Colonel William B. David's heavy bomber group arrived in the ETO just in time to participate in the Eighth Air Force's greatly expanded aerial offensive against Hitler's grip on Europe and his threat of world domination. The Group's second combat operation was on the first day of the American-made BLITZ WEEK.

It was a properly auspicious beginning for a group that was to make an outstanding record in all its activities. Its bombing achievements have been notable even when compared to the notable record of the entire Eighth Air Force. Bombing of Regensburg on the first lap of the shuttle raid to Africa on 17 August 1943, won a Presidential Unit Citation.

Those were the days of furious, large scale Luftwaffe opposition to the aerial invaders, and this group's consequent losses in men and aircraft were tragic, even though its superior formation-flying saved it from the still greater losses sustained by other American bomb groups.

The aircraft maintenance record of the 388th has been during many months the best in the Third Bombardment Division. Such accomplishments have been paralleled in all other phases of activity; those in a position to judge have marked the 388th for its record administration and for its recreational facilities and the resulting high morale of Station 136 personnel. The Station itself has been transformed from a tent city, lacking in electrical and technical facilities, into a well-equipped, well-fed community with attractive grounds and concrete paved highways—the muddy lanes have disappeared.

In April, 1944, the group completed its 100th bombing mission. Men and officers were proud of this mile-stone which connoted their maturity as a unit. They stuck out their chests and said, "We are veterans! This is our big moment. Let's celebrate!"

But their commanding officer said—Later. We have no minute to waste if we are to help flatten German resistance to the coming invasion of Western Europe. He commended and thanked his men for the fine spirit with which they had done their duty. Later, we will celebrate,—and in a Big Way.

On D-Day the 388th Bomb Group's Flying Fortresses led the whole Eighth Air Force bombardment of the invasion coast. Later in June the 388th led the first shuttle-bombing raiders to Russia.

On September 2nd it was announced that the Station Unit that had subscribed the greatest proportionate support of the Eighth Air Force War Bond Drive was Station 136, air base for the 388th Bomb Group. Station personnel, some 3,000 men, had purchased 233,-

435 dollars-value of bonds during a 5-week period. This sum represented 274% of the quota assigned.

And in September this group celebrated the climax of its battle participation in the war against Hitler. Two hundred times flights of B-17s had left this airdrome to destroy enemy strongholds. The factories, the enemy aircraft, the bridges and railroads which the group's bombs and guns has riddled and smashed, the chaotic effect of burning crashing buildings felled about the heads of the enemy, the German troops killed,—the total effect of hundreds of tons of bombs can be neither adequately measured or imagined,—contributing factors to the downfall of German aggression.

The officers and men of the 388th know only that they have given their best, that they have been fighting for the cause of freedom and individual opportunity, over a period of 15 months—and still more to go. The men have never stopped longing to return to civilian activities in a world of peace, and are proud to be contributing to that peace.

The Tenth day of September was set aside for their celebration of those contributions. Colonel David had kept his word as his men knew that he would. It was a day of days. It was a holiday (in spite of a mission which returned from Nuremberg at 1300 hours). It was a Fair day. It was a Party day. The party was a Lulu, a super-duper, a lahlalaloozer. Everyone let his hair down, and some had such long hair that they were blinded for hours.

Preparations for the party were thorough. A group of enlisted men under the direction of Technical Sergeant Charles Wright worked like mad for four days to decorate Hangar Number One and the Officers' Club, scenes of the evening's festivities, in ball-room style. And a detail of twenty men in a single day built innumerable open-air fireplaces and erected booths and a canvas-roofed platform as a dining place for the Brass Hats. The "drive" which is so characteristic of the 388th provided effective, exacting preparations for the holiday in record time.

Members of the committee for the 200 Mission Party were:

Major Donald C. Samuel—Party Co-ordinator
Captain Robbins—Guests and Entertainers
Lt. Reilly—Publicity
Major Cox—Transportation
Captain Wade—Athletics
Captain Bahari—Food and Refreshments
Lt. Jomopoulos—Master of Ceremonies
1st Sgt. Scandie—Enlisted Men's Dance
Captain Gross—Officers' Club Dance
T/Sgt. Charles Wright—Decorations

The excitement began with the arrival in near-by Thetford of a specially chartered train from London. With laughter and giggles 400 girls poured out of the train cars and then had an hilarious time scrambling into the 20 GI trucks from this Station which had met the train. It was one o'clock in the afternoon. Throughout the afternoon and evening girls continued to arrive at the airdrome. All told, the enlisted men had a thousand guests. Officers' guests totaled 400.

Scene of the afternoon program was the Athletic Field. In the Grandstand sat General Doolittle, between his host Colonel David and the other honored guest, General Partridge. They and the crowd were following the progress of a first-rate baseball game between the Station's Knettishall Knockers and the Canadian All Stars. Sgt. Jim Horman of the home team was the only player to hit a home run. The home team were the winners. Those who could not watch the play because of the crowd listened to Captain Connover's broadcast of its progress. His listeners were hundreds of GIs and their guests who were sitting or sprawled like vacationers on the beach, at the outer fringes of the baseball diamond. Still other hundreds were roaming about the field, drifting from friend to friend to exchange comments on the great day—or just on the lookout to start a new sort of friendship with some fair visitor.

The large Athletic Field was alive with color and movement, looking very much like the County Fair Grounds on the busiest and gayest of afternoons. When the baseball game was over, came the announcement that refreshments—another word for Free Beer—were now at the disposal of all, and the crowd surged to the long, long row of beer kegs.

Colonel David wanted his men to have well-rounded and spectacular provisions for their entertainment. He was proud of them and wanted to demonstrate his high regard for them. Higher headquarters had approved a Stand-down for the following day, making it feasible for the men to stay up as late as they liked on Sunday night and to sleep as long as they liked on Monday morning. The Athletic program of Sunday afternoon provided a great diversity of sports and games. Beer in the afternoon was followed by a barbecue supper which would please a gourmet or a gourmand. The menu consisted of potato salad, tomatoes, pork, chicken, pickles, ice cream and cake. A dance was scheduled in the evening for the EM in Hangar Number 1, and a dance for the officers at their club. A floor show was engaged to be staged at each of the dances.

That was not all! Famous speakers and entertainers were asked to highlight the party at the close of the afternoon when they would appear on the outdoor platform. It was a thrilling tribute to the men and their guests to be addressed by Lieutenant General James Doolittle, Commanding General of the Eighth Air Force, and by Major General E. E. Partridge, Commanding General of 3rd Bombardment Division, and by the usually reticent,

much admired Station Commander, Colonel William B. David.

An effort was also made to secure American stage and screen celebrities who were touring the ETO—Fred Astaire, Bing Crosby, and Dinah Shore. Much to the disappointment of Captain Robbins, Special Services Officer, these entertainers were all in France at the time. But he and Major Samuel, Party Co-ordinator, were not to be beaten by circumstances. They sought a climax to the afternoon program. And they found it!

Colonel David and General Partridge had already given their messages to the thousands of officers and men and their guests who formed a great crowd pressed close to the speaker's platform. The afternoon sun was reaching the horizon. Attention had shifted entirely away from sports and refreshments, was centered upon that platform. Suddenly the sirens of two MP motorcycles were heard approaching the Athletic Field. In a fit of excitement the Master of Ceremonies implored the crowd to move back, to make way for a motor car that was bearing the great Field Marshall, Sir Bernard Montgomery, to the platform.

At this announcement the spectators stared with speechless amazement at one another, and the crowd, giving way to murmurs and chattering, fell back. As the Field Marshall mounted the platform his walk and his manner suggested that he was the cockiest man in England, and second, that he was a tough guy. In a moment he had quieted the applauding crowd. His speech was blunt, though kindly at first. Then he had his listeners hanging on the ropes as he told them: "I congratulate you upon the completion of 200 combat operations! But—I understand that actually you have completed only 196 operations. How like Americans' . . .

" . . . I think it is shocking and outrageous to find here British women as guests of Americans, women who have brave husbands and sweethearts fighting thousands and hundreds of miles from comfort and safety, fighting for these women who have deserted them!"

The crowd made a feeble attempt to laugh-off these harsh rebukes, and began to wish that the great (bah!) Field Marshall had never come to throw his wet blanket over the party.

It was then that the true identity of this speaker was revealed—he was Leslie Strange, famous British actor and impersonator. Given a little time, the spectators were able to laugh heartily at the hoax.

The amplifying system of Hangar No. 1 went out of commission during the dance and the stage or floor show was consequently unable to hold the party's attention. Men and women turned their backs to it, and went on talking. Personnel and guests did as they pleased; they had a day of celebration which they will never forget.

Activities of the 200-mission party are told further by the attached photographs.

HEADQUARTERS
AAF STATION 136

B-A-4

6 September 1944

SUBJECT: 200th Mission Party.

TO : All Personnel, Station 136.

1. On Sunday, September 10, beginning at 1400 hours we will celebrate with a big party.

2. There will be no duty carried on between the hours of 1200 on Sunday September 10 to 1200 on Monday September 11, except necessary C. Q.'s and guards. There will be no mission on Monday September 11.

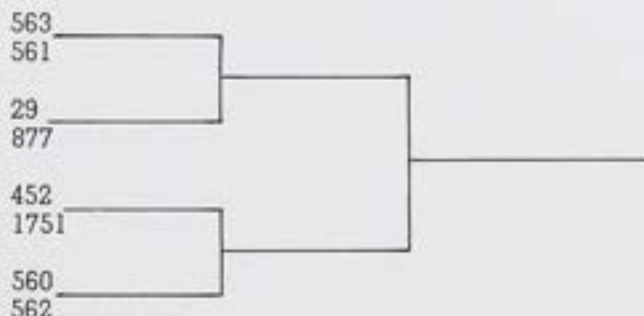
3. Following is an outline of the program:
Schedule of Dogpatch Calisthenics
Master of Ceremonies—1st Lt. James J. Jomopoulos (Direct from the Acropolis)

1400—Baseball—Knettishall Knockers vs Canadian All Stars

1600—Touch Football—G.I.'s vs Brass Hats

1630—Slick Pig Race—25 Hayseeds vs 1 Greasy Pig

1640—Tug-of-War—20 men from each organization



1710—Volley Ball—Chairborne Commandoes vs Brass Hats

1730—Softball—9 old men vs 6 strippers

1750—Greased Pole Climb—15 Acrobats vs 1 each Greasy Pole

1800—Sadie Hawkins Race—15 Spinsters vs 15 Bachelors

1815—Presentation of Distinguished Guests

1900—"Old Fashioned Barbecue"

2000—EM Dance—Old Hangar

Officers Dance—Knettishall Country Club

4 big name bands at both dances

Don Marino—Flying Yanks—388th Gremlins—Glenn Miller Unit

Super floor show at both dances

Free Drinks

4. Uniform for afternoon picnic—anything except flying clothing.
Uniform for dances—Class A.

5. Refreshments served free from 1600 hours.
By order of Colonel DAVID:

BEN L. McLAUCHLIN
Lt. Col., Air Corps
Ground Executive



Trucks met the special train from London and the trains from other towns at Thetford



Canadian All Stars



Knettishall Knockers



Col. David with Gen. Doolittle, Gen. Partridge
and guests watch game



From the Right Field Bleachers



Eddy, Trauth, Bell, the Navy



They crowd around for free beer

Tug of War



Volley-Ball game

The neighborhood women help

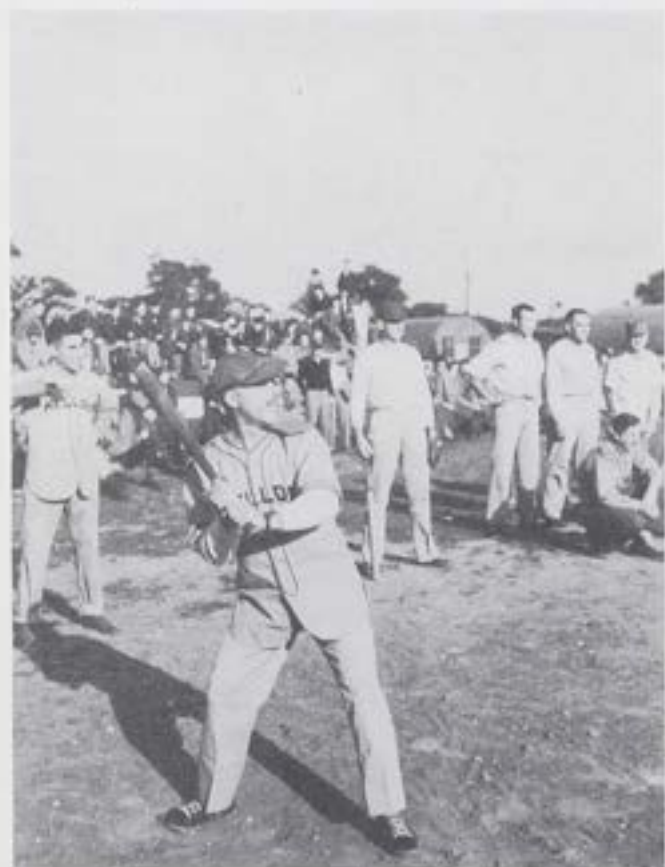




Col. David



Lt. Col. Cox



Major Cox



Football Letterman Terry

SOFTBALL GAME

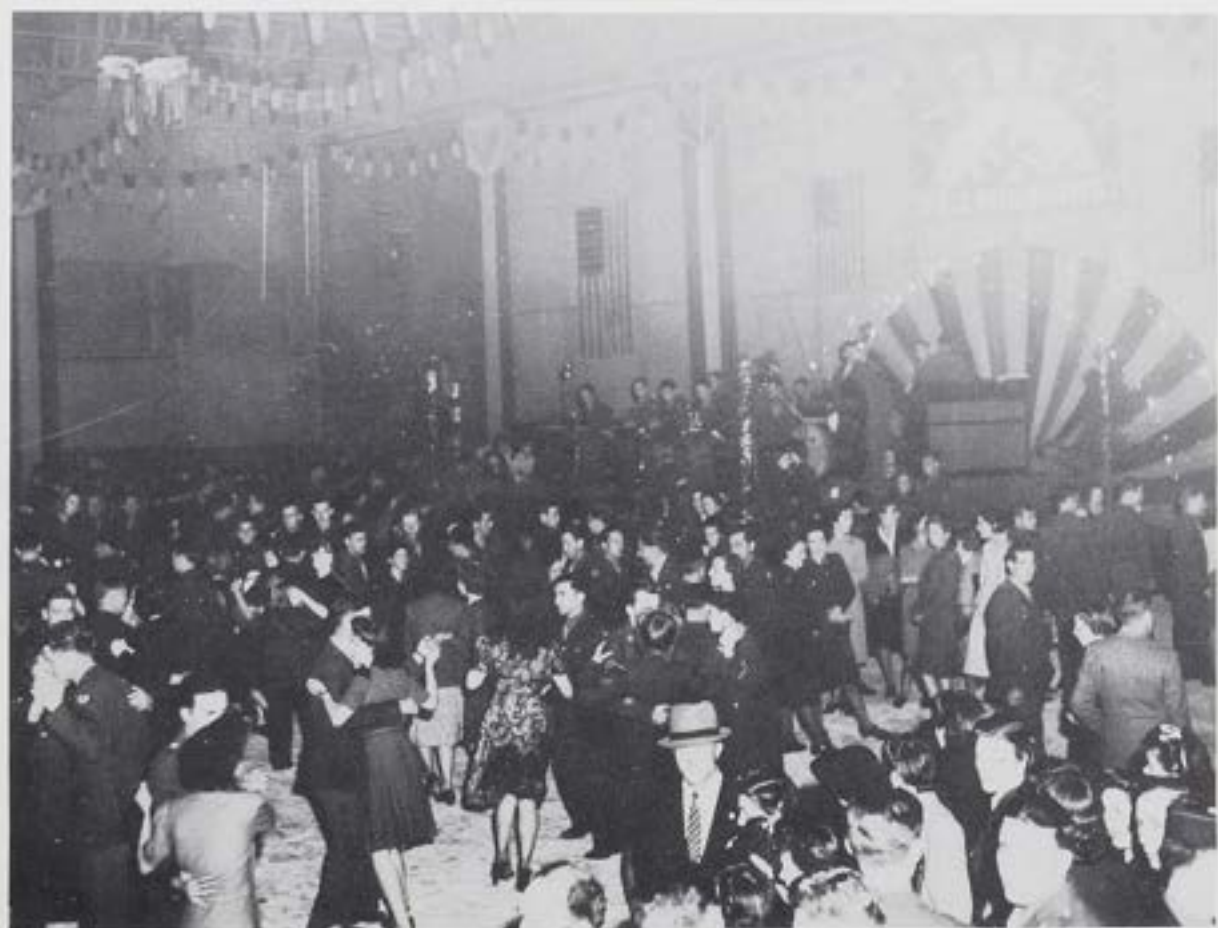




"FIELD MARSHALL
MONTGOMERY"
LESLIE STRANGE

PERCY PRENTICE
and
JIMMIE DOOLITTLE





THE DANCE IN THE HANGAR

RELIGIOUS EMPHASIS WEEK



OFFICE OF THE CHAPLAIN
388TH BOMBARDMENT GROUP
APO 559 AAF 136

SUBJECT: Station History Report.
TO : Commanding Officer, Station #136.

6 November 1944

1. The main project of the month was the Religious Emphasis Week held 8-15 October, 1944. During this Religious Emphasis Week all three faiths held services totalling 34. Visiting chaplains or ministers taking part in the services were Father Bonner (Catholic), Chaplain Hirsch E. L. Freund (Third Div. Hebrew Chaplain), and Chaplain Wesley R. Cain (44th Bomb. Group, Protestant), Rev. Stainer Smith (East Harling Methodist Church), Rev. John Baker (Thetford Congregational Church), Rev. Morgan (Coney Weston Church of England) for Protestants. As estimated by Chaplains Carmody, Lt. Harold Rosenn, and myself, this Religious Emphasis Week exceeded by far the success of the Religious Emphasis Week conducted last year, at Thanksgiving time on this base.

On Friday, 13 October, 1944, Chaplain Randolph Gregory, Major, Third Div. Supervising chaplain, came to this base and visited the 1715 hours Catholic Mass, a later Hebrew Friday Evening Sabbath Service and then the daily Protestant service at the Catholic Chapel—at which Chaplain Wesley R. Cain preached.

Yesterday, 5 November, 1944, at the Thetford civilian ministerial fraternal meeting, Chaplain Randolph Gregory, telling the civilian ministers of some outstanding projects that our American Army chaplains were using over here in the E.T.O., said, "One of the best things that has been started by our chaplains was this Religious Emphasis Week that Chaplain Fulkerson started last year. Since he tried it and has talked about it, a number of our chaplains are having such weeks."

After trying the Religious Emphasis Week last year and after the personnel of the base had noticed with interest the success that it had, it was no problem at all to promote such a week this year. In all three faiths the religious minded men came with interest and expectancy and enjoyed it in a very wholesome manner. Last year it was estimated by the two chaplains that a total attendance was made equalling at least 50% of the base, and that over 20% of the base attended at least one of the services. It is rather hard to estimate the number of individual men on the base attending services, but, the total attendance record was increased over last year for all three faiths by approximately 750 to 1,000. The total attendance for all three this year during the week was approximately 2,500.



CHANGE OF COMMAND

As word passed among the officers and enlisted men of the 388th Group that their commander had received assignment to duties elsewhere, they felt a moment's chagrin, almost alarmed by their loss. Colonel William B. David had won their high esteem by the comforts he had secured for station personnel and by the gracious use of his authority; he had won their admiration for his prowess as a combat airman, and for his leadership which had spearheaded the many military successes of the 388th. They were sorry to have Colonel David leave their organization.

On the 8th of October a Dress Parade was held in honor of the departing commanding officer. Officers and enlisted men, ground echelon and air echelon, troops of the bombardment group and of its attached units turned out in Class A uniform to assemble in parade formation on the station athletic field. In step with marching music provided by the station's military band they twice followed the colors around the large field. Standing at one side of the field the Colonel received their salute.

A ceremony preceded the Dress Parade, while the troops stood in formation at attention. A message of farewell, addressed to the station personnel, was read by Lt. Col. Ben McLaughlin, 388th Ground Executive. Next, the Field Officers were called Front and Center to the commanding Officer. Their representative then presented Colonel David with the tokens of their esteem. He was presented the 388th Group Medal for meritorious achievement of service to the group, as well as the gift of a watch. The gold-plated watch was made by England's outstanding watchmaker, and was engraved with the group's coat-of-arms and the Colonel's name. A second gift presented during the ceremony was a matched set of military brushes with initialed silver backs.

Personnel felt relieved when they learned that Colonel David's successor was to be an officer who also had been a member of the group since time of its activation.—Lt. Col. Chester Charles Cox, Group Operations Officer, and more recently, Group Deputy Commander and Air Executive. Consequently, station personnel had no further dread of a revolutionary change in their military environment.

To the average officer and enlisted man the change of command meant, therefore, only a change of personalities, of almost mythical personalities, because their direct contact with the commanding officer is almost non-existent.

Indication of Colonel David's outstanding participation in the air war against Germany are the awards that he has received. He holds the Air Medal with three Oak Leaf Clusters, the Distinguished Flying Cross with two Oak Leaf Clusters, the Purple Heart with one Oak Leaf Cluster, and the Silver Star.

The son of a banker and a native of Calhoun, Georgia, he is 32 years old; married. In 1933 he graduated from the University of Georgia with a degree in Electrical Engineering. While in college he was an athletic star in football, basketball, baseball, and boxing, and was elected an All-American Tackle. In 1934 he entered an Army flying school and graduated in the next year as a 2nd Lieutenant in the Air Corps with which he has ever since served.

After entering the AAF in November, 1939, Chester C. Cox, now the Commanding Officer of the 388th Bombardment Group, attended flying school at Randolph and Kelly Fields. He was assigned to the cadre forming the 388th with which he first served as Group Operations Officer. The husband of Mrs. Irene R. Cox, of Virginia, Minn., the Colonel has a son, Chester C. Cox, II. The Colonel is 28 years old.



Col. David



Col. Cox

HEADQUARTERS
AAF STATION 136 APO 559
U. S. ARMY

The following farewell message from Colonel David is reprinted for all members of this organization:

6 October 1944

"TO: THE OFFICERS AND MEN OF THE 388TH BOMBARDMENT GROUP
AND ATTACHED ORGANIZATIONS

With great sorrow and sincere regret I announce to you today that I am leaving this organization; I have been ordered by higher authority to transfer from this to another command in another theater.

We, who are members of the Army, must always be prepared for sudden and unforeseen changes—and in the back of our minds we must always be aware of possible abrupt alterations in our lives.

But this is a difficult thing to do—to leave you today. I have been with you too long. I know you too well. I have shared your trials and your victories too often, to be able to depart in a routine fashion.

I have seen you in the desolate wastes of the Utah salt flats, virtually cut off from what we like to call civilization; and saw you, by your good humor, and your determination, and your comradeship, mold a spirit that could overcome any hazards and any obstacles.

I saw you arrive on a new station, this station, which was miserably ill-equipped and incomplete. I saw you shrug a mental shoulder and, with a determined expression, set to work to put it in order and, in time, to make it the most comfortable, and livable, and attractive station in the theater.

I saw you in combat. I saw you fly your very first missions when the Luftwaffe was at its strongest and angriest and when you were least hardened to the ways of aerial warfare. I saw you when you lost more than half your formation and virtually a whole squadron—and go back the next day, tougher, wiser, and more determined than ever before.

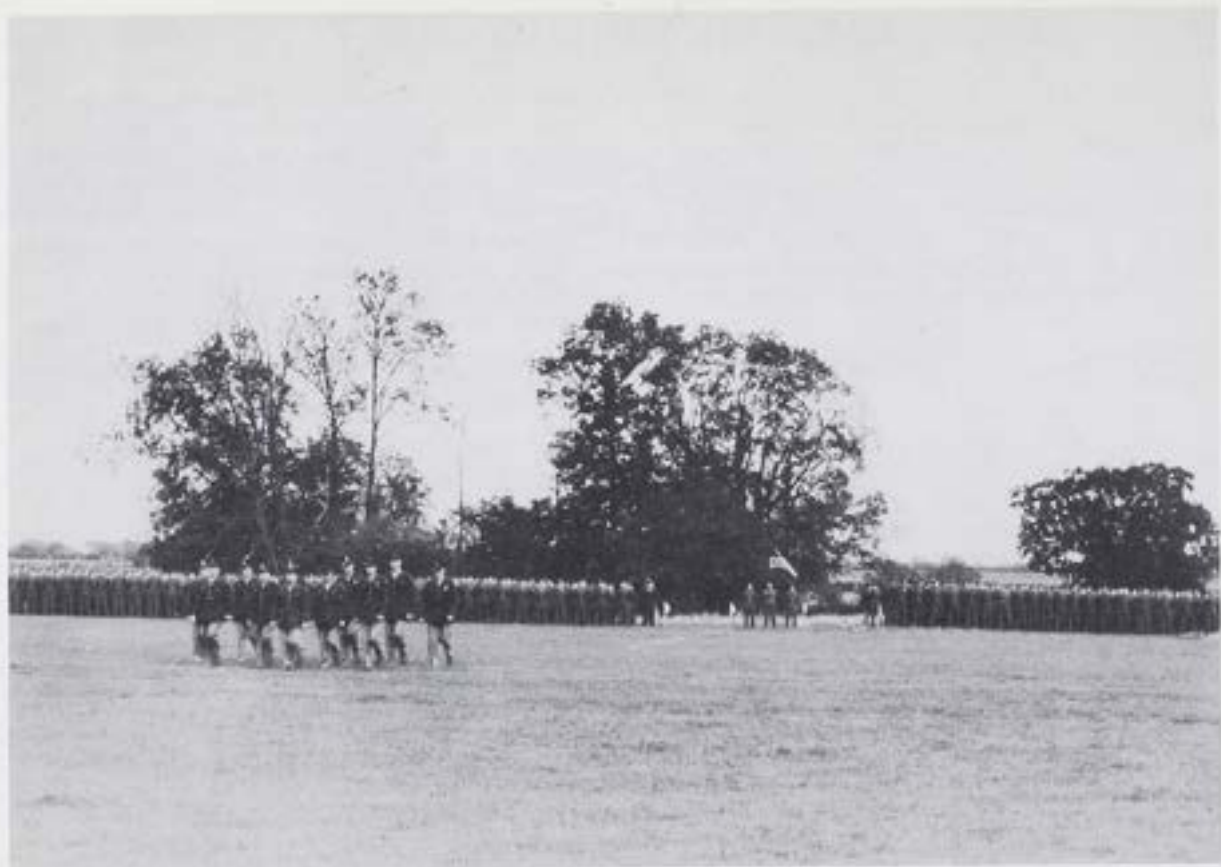
I have seen the men on the ground—on the line, in the shops, in the offices, and in the kitchens, fighting an invisible but equally devastating foe. I refer to the discouragement and despondency which threatens all who must perform daily the same drab and unspectacular duties. However, this work was not only of a highly important military nature but it was likewise work which trained, and tested, and tried, the type of men which you were. To your everlasting credit, such experiences, rather than dampening your spirit, deepened your resolve to see this fight through to its victorious end.

And I saw you week after fighting week, and month after fighting month, fly against the Hun, never to be turned back and gradually to reduce the Luftwaffe and the resources of Nazi Germany to their present inferior state.

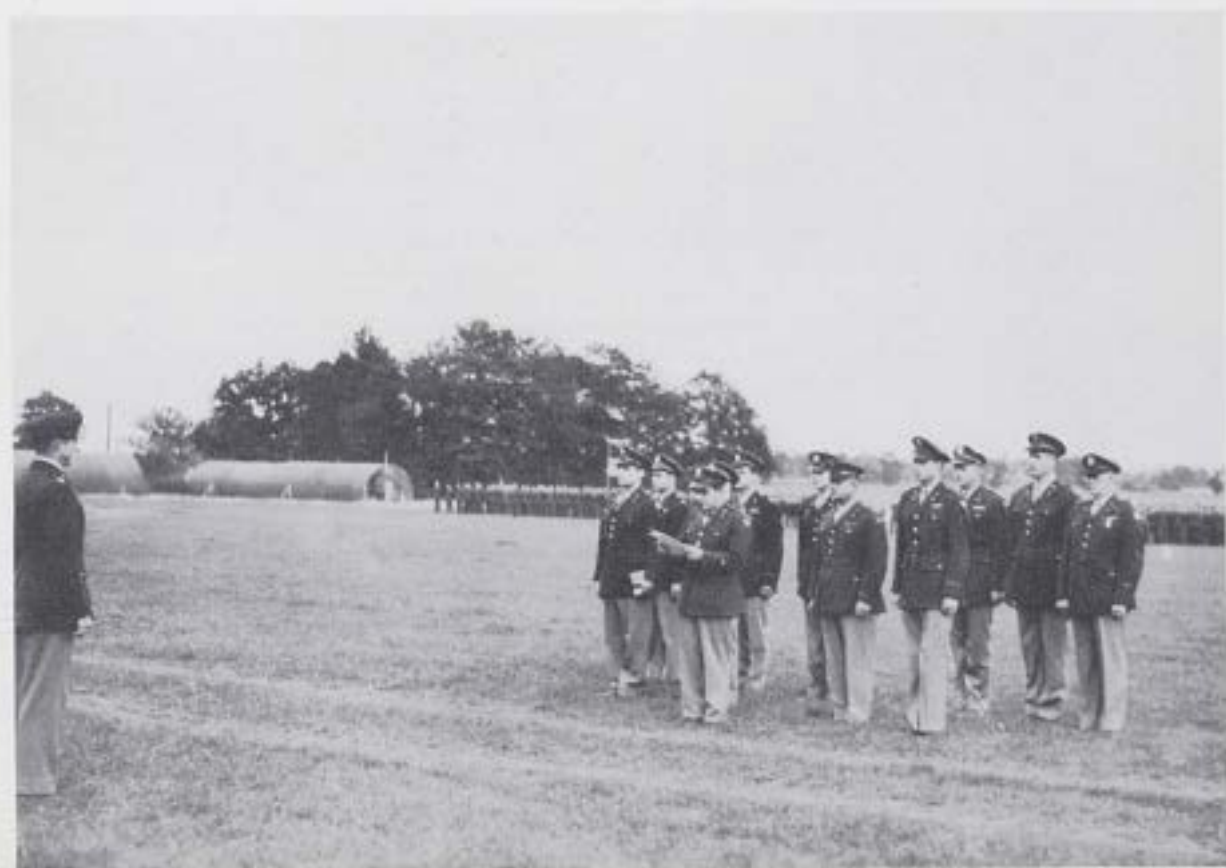
I have seen you when you were coasting on the wheels of success and when you were struggling to hold your own, and always there emerged that spirit that set you apart from other Groups and made me proud, so very proud, to be with you.

When this war has been won on all fronts, and the 388th has received its just acclaim, many will refer to it as a unit or organization and speak of its spectacular military accomplishments. However, in bidding you a reluctant farewell, let me likewise make a confession: great as have been your attainments as a Group, you shall live always in my memories, not as a unit or organization, but instead as a grand bunch of comrades and companions in whose vocabulary the word "defeat" was unknown and through whose spirit and willingness to work together ultimate victory was always a certainty."

WILLIAM B. DAVID
Colonel, Air Corps
Commanding



STAFF OFFICERS FRONT AND CENTER



LT. COL. McLAUCHLIN READS THE FAREWELL ADDRESS TO COL. DAVID

"I" DAY—INSPECTION DAY— 19 FEB., 1946

"I" Day is another memorable day that will live in the minds of personnel of Station 136 for time to come, for that day was the day of all inspections. There was to be no mission that day by order of General Partridge, and a program of inspection had been planned to last some six hours to cover every part of Knettishall.

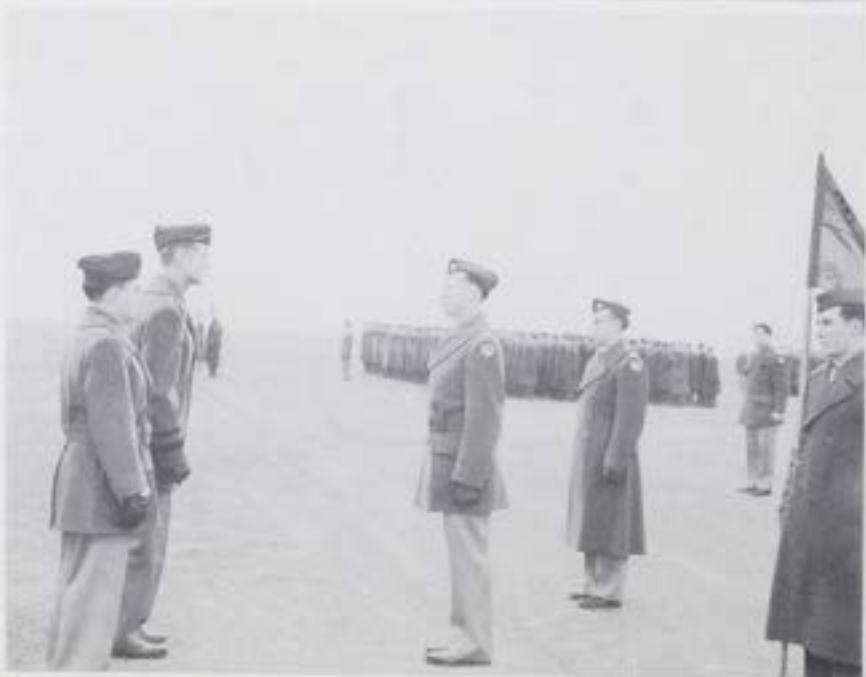
For over a month preparations for "I" Day were the topic of conversation and labors. Daily tannoy announcements were made reminding all personnel how many days were left until "I" Day. Daily Bulletins were full of "I" Day rules and regulations, requirements and needs. Department heads went to almost daily meetings in making plans for the great inspection. Never since the Two Hundred Mission Party had so much concern been worked up over a project.

"If it moves salute it; if it doesn't, paint it," became the slogan of the event.



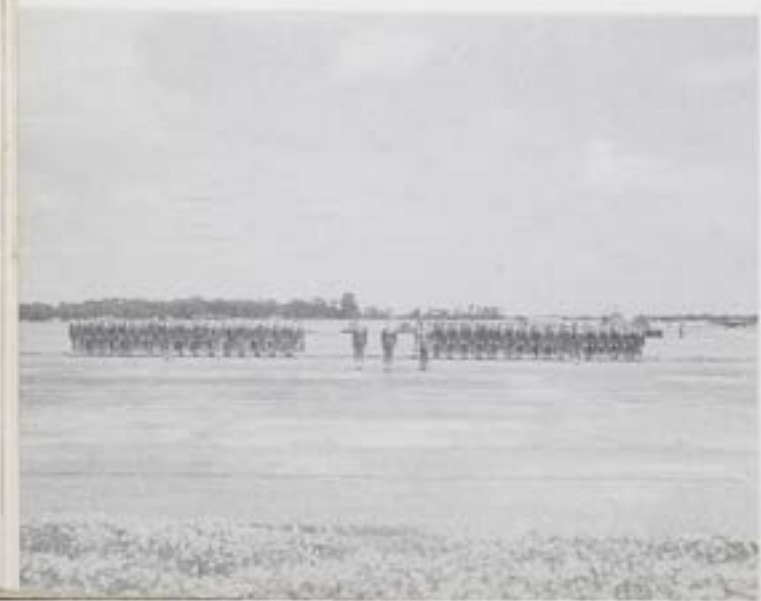
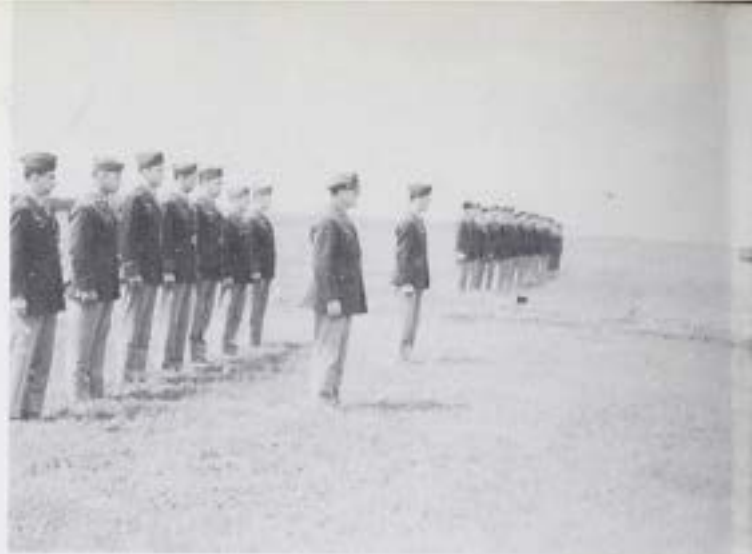
MAJOR GENERAL PARTRIDGE

Finally, on the 19th of Feb., 1945, the crucial day had arrived. Personnel had been up all night preparing for the inspection, and at ten o'clock when the General arrived not a person or thing was out of place. The inspection proceeded at a fast pace all morning, and in the early afternoon. Then at two o'clock all personnel paraded to the landing strip where a very successful review was given for the General and his inspecting staff. Many awards were given by the General to group personnel, and the best parade and review ever held was run off like clockwork. The review concluded the ceremony for the day and the General departed. Group personnel trudged wearily back to their quarters to rest their feet and bodies. Just about the time that every one had gotten into a comfortable position the tannoy was heard to switch on. All personnel were informed that a message from Lt. Col. Cox was to be read. The message informed all personnel of Station 136 that the inspection had met with the complete satisfaction with General Partridge, and that the General had wished that all be informed of his sincere commendation for a superior performance; and also, that the bars in the Enlisted Men's clubs and in the Officers' Club would open one hour earlier than usual and that free drinks would be served all personnel for the next two hours. It was surprising to see how fast tired men could move toward the bars. The General could have had his review in the clubs as all personnel were present and accounted for.

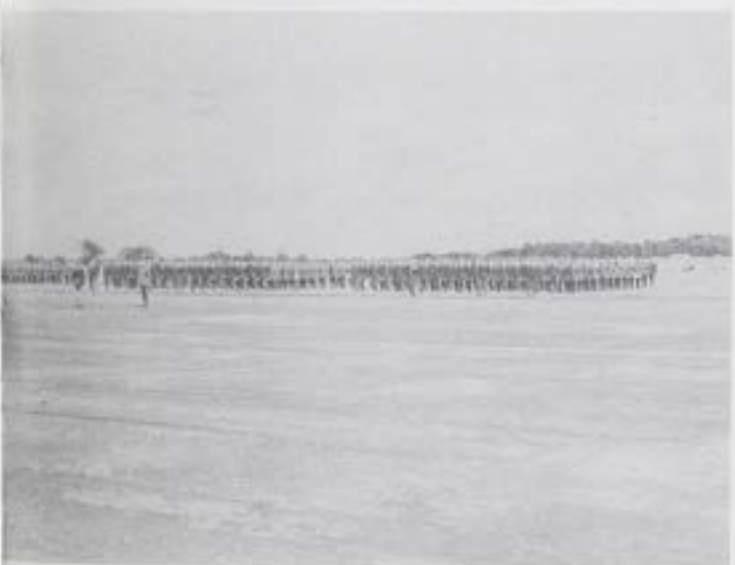
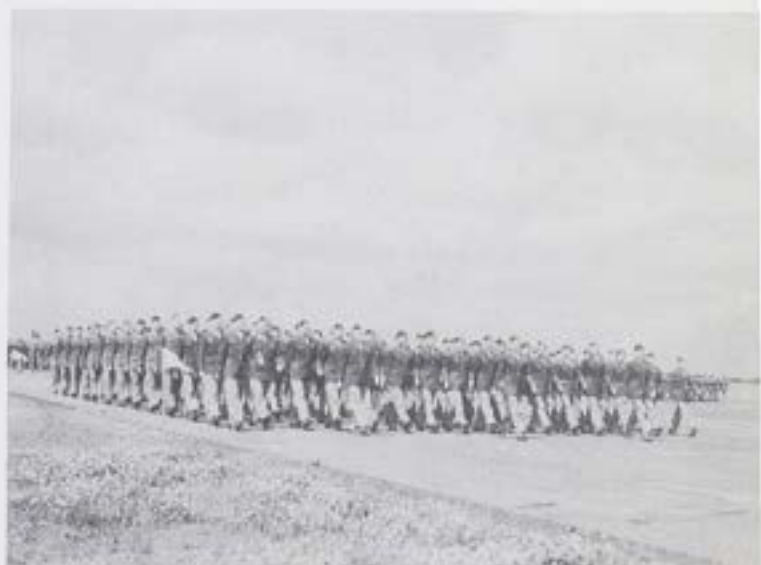
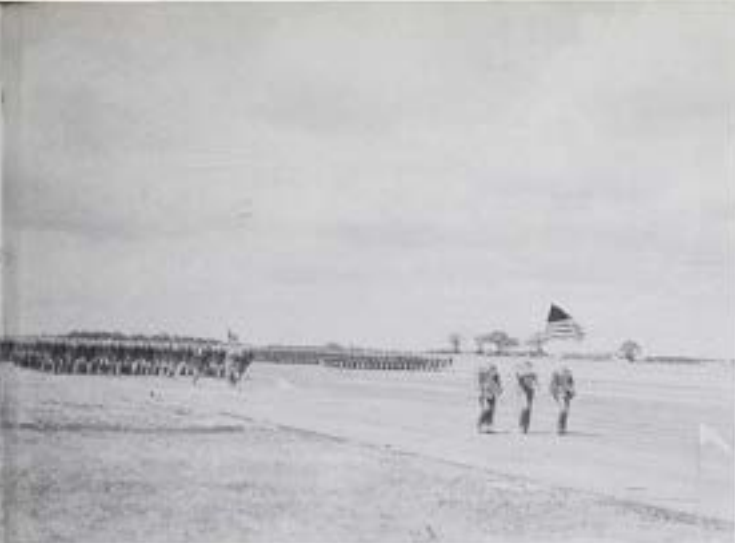




MEMORIAL



DAY



SKEET MATCH

On 27 October the 388th's 5-man skeet team competed with the team representing the 100th Bomb Group in the final match of a tournament to decide the championship team in Third Bomb Division. Each of the five enlisted men fired fifty rounds. Out of possible score of 250, the 388th scored 222 points, shooting 222 of the clay pigeons. Their opponents scored 202 points.



SKEET TEAM

The 388th team had previously made even a more remarkable record when it competed with the 447th Bomb Group in the semi-finals, scoring 233 points.

Members of local skeet team include three gunnery instructors, men who have completed a tour of operations as aerial gunners. They are S/Sgt. Leonard J. Hackett, of Esterville, Iowa; Sgt. Elmer L. Wilson, of Falls of Rough, Ky.; and Sgt. George D. Kriss, of Jackson, Mich. Two operational aerial gunners who complete the team are S/Sgt. Bert E. Bowlin, of Birmingham, Ala.; and Sgt. Jack Rogers, of Savannah, Ga.

TRIPLE ANNIVERSARY

Most memorable ground activity of January 1945 was the Group Party on January 28th which was preceded by a dress parade. General Archie Old, Commander of the 45th Combat Wing, was the reviewing officer. He also presented the Distinguished Flying Cross and the Bronze Star Medal to nearly two dozen officers and men. Afterwards the men poured into a hangar to see outstanding British entertainers and to hear the group's famous dance band, the Gremlins. In the evening, entertainment was provided at each of the station's three clubs. It was an afternoon and evening of celebration in honor of the President's 63rd birthday, the Eighth Air Force's 3rd birthday, and the 388th's 2nd birthday, with 250 combat operations to its credit.





ACT ONE

INSPECTION AND REVIEW

1500 Hours -- Airfield Runway

Reviewing Officer:	- BRIG GEN ARCHIE J OLD
Staff:	- MAJ ROYCE G TRAUTH
	- MAJ IVAN M. WILLSON
	- CAPT EDWARD L PHILLIPS(Aide)
	- CAPT FRED R BASER
Group Commander:	- LT COL CHESTER C COX
Staff:	- MAJ SAMUEL E McCONNELL
	- MAJ GARLAND I PILLANS
	- CAPT EDMOND P ESTES
	- CAPT WILLIAM R WIDE
Commander of Troops:	- LT COL BEN L McLAUGHLIN
Staff:	- MAJ DONALD C SAMUEL
	- MAJ SYDNEY L BURR
	- CAPT EDWARD L BAKER
	- CAPT JOHN H GORE
Technical Adviser:	- CAPT LEWIS G CONOVER
Commanding Officer:	Officers Sp Sq, MAJ CHAFFIN
Adjutant	: Officers Sp Sq, CAPT CLARK
Commanding Officer:	560th Bomb Sq, MAJ BEACH
Adjutant	: 560th Bomb Sq, CAPT ROBBINS
Commanding Officer:	561st Bomb Sq, LT COL PIERCE
Adjutant	: 561st Bomb Sq, CAPT GROSS
Commanding Officer:	562nd Bomb Sq, LT COL GOODMAN
Adjutant	: 562nd Bomb Sq, LT ROSENTHAL
Commanding Officer:	563rd Bomb Sq, CAPT ATKINSON
Adjutant	: 563rd Bomb Sq, LT SAWASKI
Commanding Officer:	452nd SD & Hq 388th BG, MAJ RENEY
Adjutant	: 452nd SD & Hq 388th BG, CAPT LEE
Commanding Officer:	29th & Attached Units, MAJ CASEY
Adjutant	: 29th & Attached Units, LT ROBBINS

TROOPS: -- MEMBERS OF THE 388TH BOMB GROUP
AND ATTACHED ORGANIZATIONS

388TH MILITARY BAND
Officer in Charge -- LT GEORGE O. PUIG
Drum Major -- Cpl Burt Adair



ACT TWO

GALA HANGAR CELEBRATION

1600 Hours New Hangar

Presiding: - MAJ DONALD C SAMUEL
 For the President's Birthday:- LT COL BEN L McLAUCHLIN
 For the 388th Bomb Group's
 2nd Anniversary:- LT COL CHESTER C COX
 For the 8th Air Force's
 3rd Anniversary:- BRIG GEN ARCHIE J OLD

ENTERTAINMENT

BONAR COLLEMAN from "Strike It Again"	-- Master of Ceremonies
BOBBIE and NORMIE DWYER	-- "Exotic Ballroom Dancers"
EDDIE READY and JOY	-- "The Anglo American Combination"
GEORGE LITOUR from The London Palladium	-- "America's Juggler Extraordinary"
JOHN and MARIE The Two Sophisticates	-- "Pulchritude in Terpsichore"
HARRY CARTER and DORAY	-- "The Pied Piper in Musical Madness"
DENNIS LAWES	-- "Character Comedian"
THE THREE RAYS	-- "Stepping It Out"
Return Engagement, direct from the London Palladium. Lovely, Exotic, MARQUEZ, in her fascinating	-- "Dance of the Seven Veils"

Music By
THE 388TH GREMLINS

INTERMISSION

Chow - Call





ACT THREE

EVENING ENTERTAINMENT

Officer in Charge --- LT JAMES J JONHOPOULOS

At The Officers' Club: --- Regular Semi-Monthly Dance
Music by 388th Gremlins
Bobbie and Mornie Dwyer
Bryant and Stern,
"Patter, Patter, Patter"
The Three Rays

At The Aero Club: --- George Latour
Dennis Lawes
Table Tennis with
Victor Barn
16 Times World Champion
vs
Alec Brook
International Champion

At The Queen of Hearts: --- Free Beer
Nixon and Morrison
"The Canadian Gagsters"
Harry Carter and Doray

At The Rucker Club: --- Free Beer
Olgo .. "He Figures It Out"
The Two Sophisticates
Eddie Ready and Joy

Entire celebration under the auspices
of Special and Information Services

CAPT WILLIAM B WADE, Director

Decorations By

T Sgt Charles Wright
T Sgt Paul Frame
S Sgt Alva Alegre
Cpl Bonnie Terry
Pfc William Sands
Pvt Clarence Hawkins

V-E Day!

OISAS T ATL SUP UNITS

FROM OITHE 07/10255 MAY 45

TO USLIST SB-3C

OIUCD

OISAS (ALL SUB UNITS)

SECRET E.A.D. M-115-D

PARA ONE PD A REPRESENTATIVE OF THE GERMAN HIGH COMMAND SIGNED
TO UNCONDITIONAL SURRENDER FROM SHAFF FORWARD SIGNED EISENHOWER CITE
SHECT UNFERN UNPAREN SURRENDER OF ALL GERMAN LAND CHA SEA CHA AND
AIR FORCES IN EUROPE TO THE ALLIED EXPEDITIONARY FORCE
AND SIMULTANEOUSLY TO THE SOVIET HIGH COMMAND AT ZERO ONE FOUR
ONE HOURS CENTRAL EUROPEAN TIME CHA SEVEN MAY UNDER WHICH ALL
FORCES WILL CEASE ACTIVE OPERATIONS AT ZERO ZERO ZERO ONE SIXED
NINE MAY PD PARA TWO PD EFFECTIVE IMMEDIATELY ALL OFFENSIVE
OPERATIONS BY ALLIED EXPEDITIONARY FORCE WILL CEASE AND TROOPS
WILL REMAIN IN PRESENT PX POSITIONS PD MOVES INVOLVED IN OCCUPATIONAL
DUTIES WILL CONTINUE PD DUE TO DIFFICULTIES OF COMMUNICATION THERE MAY BE
SOME DELAY IN SIMILAR ORDERS REACHING ENEMY TROOP SO FULL DEFENSIVE
PRECAUTIONS WILL BE TAKEN PD PARA THREE PD ALL
INFORMED DOWN TO AND INCLUDING DIVISIONS CHA TATICAL AIR COMMANDS AND
GROUPS CHA BSXX BASE SECTIONS CHA AND EQUIVALENT PD
NO REPEAT NO RELEASE WILL BE MADE TO THE PRESS
NONEFFECT PENDING AN ANNOUNCEMENT BY THE HEADS OF THE THREE
GOVERNMENTS PD

BT 09025 MAY

----- PARTRICCT

TOD 0710305 AG

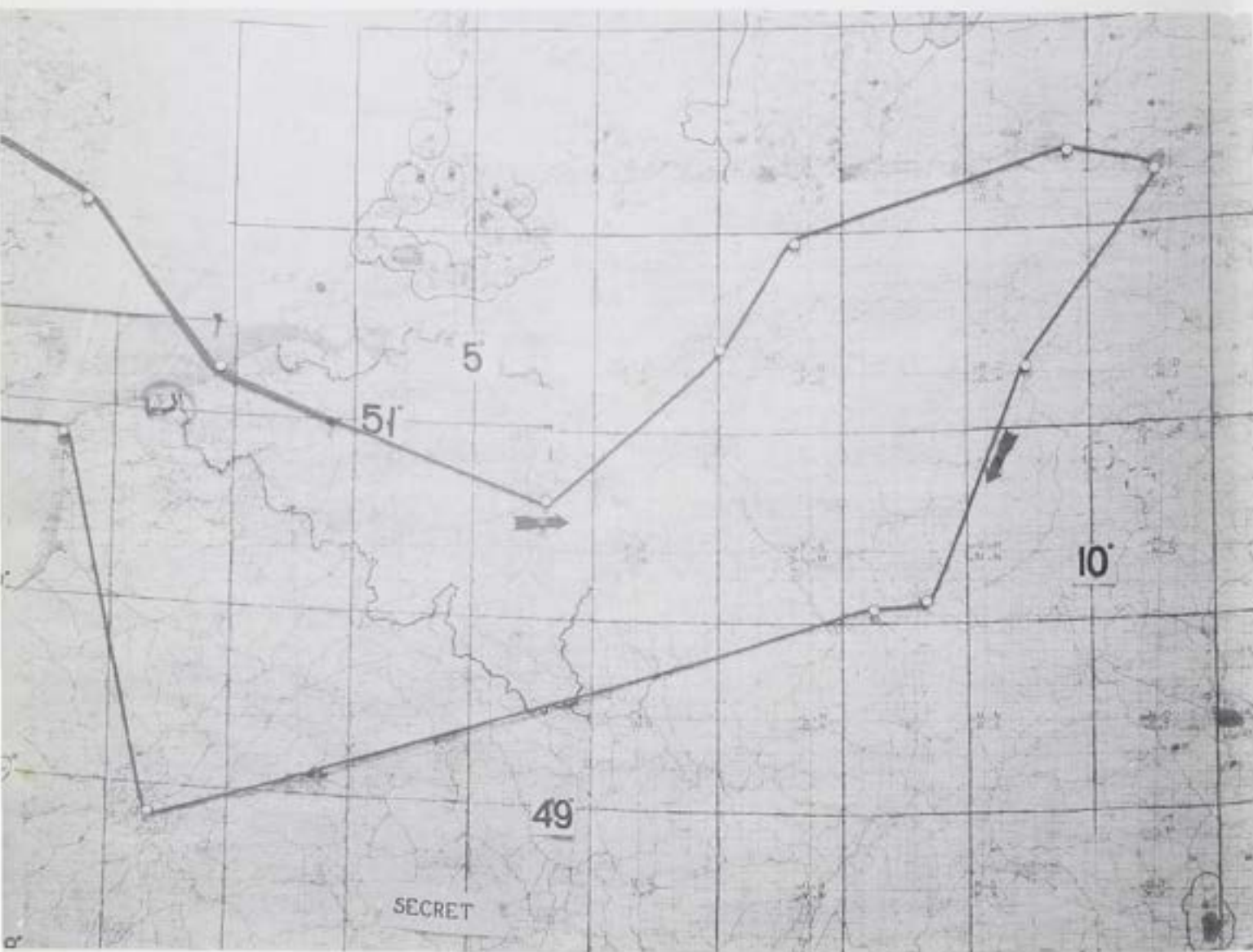
The above teletype was received by Station 136 at 1025 hours, 7 May 1945

VICTORY TOUR

On May 8, 1945—V-E Day, the Eighth Air Force flew almost two thousand heavy bombers over the Continent in a splendid show. The 388th Flew 54 airplanes with 15 personnel on each plane or a total of about 800 men on the Victory Tour. Six plane formations were flown at two mile intervals, and the entire flight took over ten hours.

The route went over Brussels, Aachen, Duren, Cologne, Essen in the middle of the Rhur Valley, Munster, Hannover, Brunswick, Kassel, Frankfurt, Mainz, Paris, then back to England. Over the large towns the planes would peel off and circle at low altitudes to give everyone a view of the battle damage. When Paris was viewed the planes were close to the ground, and most were below the top of the Eiffel tower. Many people were in the streets celebrating.

The other Bomb Damage pictures were taken by group members who were fortunate enough to survey some of the towns. The pictures were taken before the end of the war, but some time after the troops had passed through.



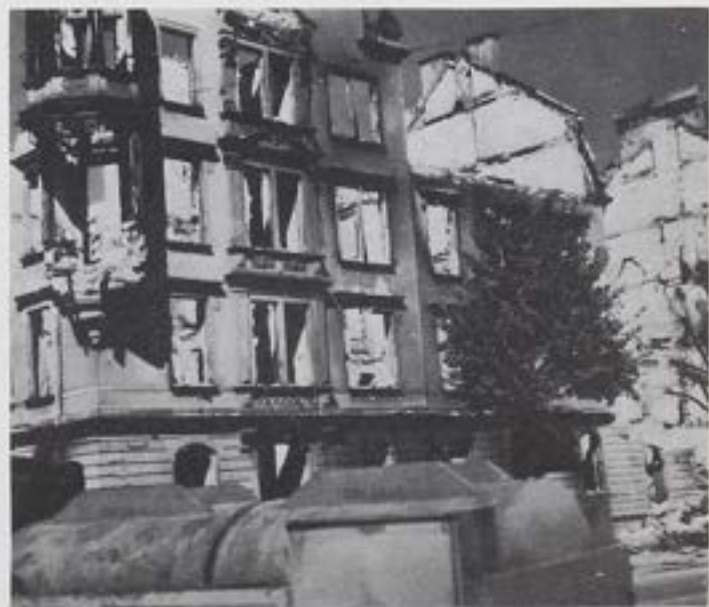
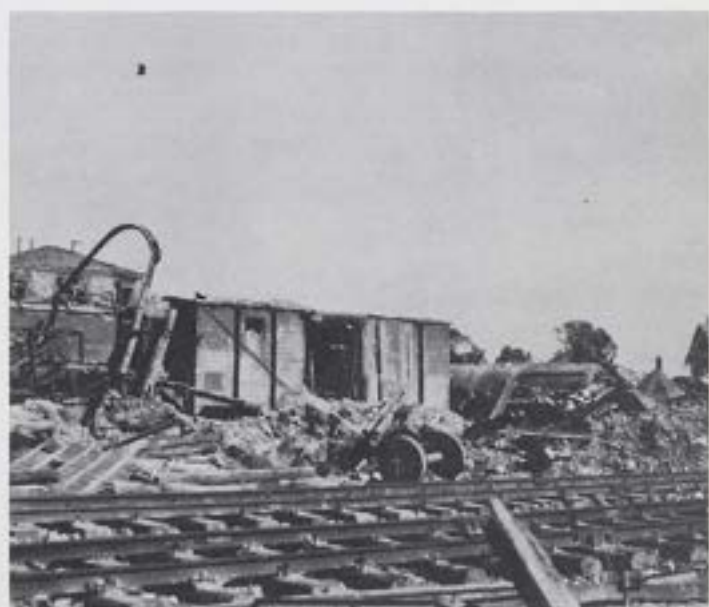
ROUTE OF THE VICTORY TOUR











388th INVENTIONS

A parachute modification invented by men in the equipment section of Lt. Col. Chester C. Cox's 388th Bomb Group saved the lives of two flyers when their Fortress collided with another in dense clouds over England.

The device, a riser extension, consists of a three-foot strip of $1\frac{3}{4}$ cotton webbing such as is used in parachute harnesses. One end is attached to the chute and the other to the harness. In this way it is not necessary to wear the chute attached to the harness under the flak suit, enabling the suit to fit more closely and provide better protection.

Also, there is no chance of a flyer falling or being blown from a plane without his chute being pulled along with him. He can either pull the chute to himself while falling and snap it in place, or he can reach up and pull the rip cord above his head and float downward suspended by the single riser extension.

This was the case with 1st Lt. Harold W. Guthrie of Detroit, a navigator, and S/Sgt. John D. Keesee of Washington, a waist gunner. They barely had time to get out of the Fort after the collision and they came down hanging from the single extension, but landed safely. They would not have had time to hunt for their chutes and snap them before jumping.

Sgt. J. R. Reeves, 23, of Akron, Ohio, and Tech. Sergeant E. M. Kliever, 22 of Binghamton, New York, have invented a way of making the Norden Bomb Sight "fool proof." Their experimentation was discovered by Mr. Philip Geis, Norton Company Representative, who brought their idea to the attention of his ETO headquarters. Subsequently, an adaption of their invention has been installed on all bomb sights used by heavy bombers overseas and such a modification is to be factory-installed in the future.

Minor bits of equipment which are an aid to efficient and speedy operation, either unobtainable in the ETO or simply equipment which is not issued by the Army, have been felt lacking by almost every section and department at this station. When oxygen masks of the type issued proved inadequate, Group S-4 Officers devised a modification which made the masks acceptable. The Station dental office is equipped with many "home-made" facilities. The much-vaunted inventive genius of the American soldier has been proved time and time again by the personnel of the 388th Bomb Group. The contribution of Sergeants Reeves and Kliever to the Norden Bomb Sight, because of its universal application to the Army Air Force, is one of the most spectacular examples of that "inventive genius," even though they added but the simplest of mechanisms, inspired by astute common sense, to the sight.

This was the problem they set out to solve:

On or before a bomb run the bombardier begins to line up the cross-hairs of his sight with the target. This is made possible by a series of mirrors which allow the bombardier to project his aim for many miles. Just as an electric light switch, this mechanism which is called EXTENDED VISION can be turned on and off at will.

Suppose that the IP, where the bomb run begins, is ten miles from the target. The bombardier switches on Extended Vision and proceeds to draw a bead on the target. Before releasing his bombs, however, he must switch off the Extended Vision. Otherwise his bombs will under-shoot the mark.

Since flak-fields are well cultivated around military objectives the bombardier is under severe nervous strain at a critical time. So it has often happened that the bombardier forgot to switch off Extended Vision, destroying the accuracy of the attack.

The means of eliminating this contingency, which was devised by Sergeants Reeves and Kliever, was simple. They attached a tiny red lamp to the bomb sight which was automatically illuminated as long as Extended Vision was in operation. The red light would remind bombardiers to disconnect Extended Vision at the proper time, providing assurance that bombs would drop exactly on the point for which they were aimed.

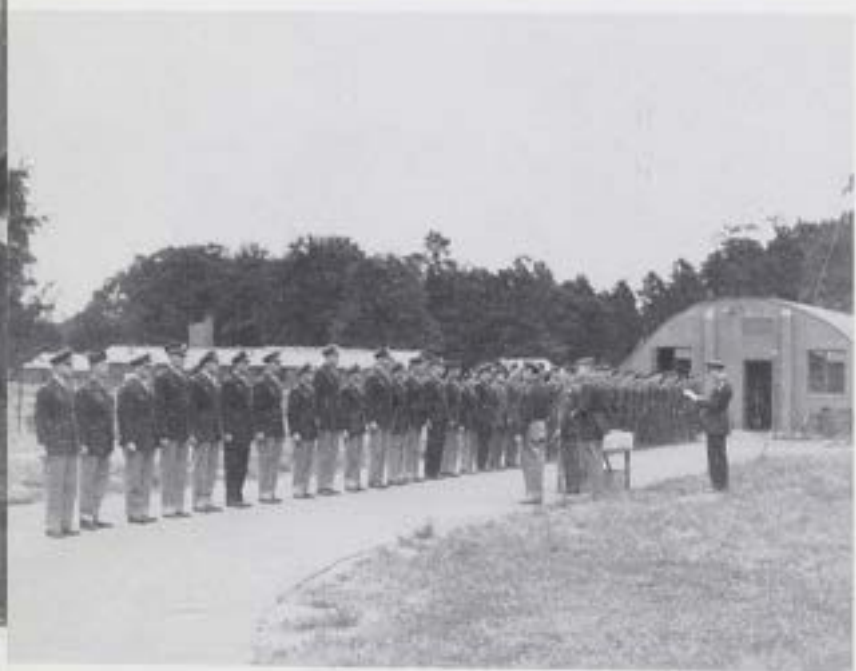
The mechanical aptitude and the knowledge of electrical apparatuses and of the Norden Bomb Sight made it possible for the two Bombsight Maintenance men to apply their correction or bombing aid to the efficiency of Air Force operations. In civilian life Kliever was a tool maker apprentice, and Reeves was a tool and die maker who had had one and a half years of college training in mechanical engineering.

Awards











MISCELLANEOUS EVENTS



Peggy Wood (2nd from right) in "Blithe Spirit"

The Station's original musical production "You've Had It" was presented at East Harling on 2 December, at Snetterton Heath on 5 December, at Ruffum on 8 December, at the Hans Crescent Club in London, December 21st, and at the Red Cross Rainbow Club in London, December 22nd. Show lyrics were written by Red Cross field Director Ben Irwin, the music by Sgt. Isadore Rosovsky, the props designed by S/Sgts. Alegro Andwright. The Station orchestra had a prominent part in the production. Sgt. Tom Frank, a professional singer and Master of Ceremonies was a feature player. Captain Samuels, Group S-1 Officer, was among the cast. Outstanding critics such as Major Eddie Dowling, Captain Szold, former Hollywood producer, and Captain Hunt of the ETO musical department saw the show presentation in London and complimented it highly. Captain Hunt arranged to have the Station orchestra record selections from the show. These recordings were sent to Washington, D. C. Yank magazine in nearly a full page spread reviewed the production in its December 26th issue.



Billy Conn visits Knettishall



S/Sgt. and Mrs. Melvin Frederick Larson married in St. Peter's Church in Thetford, England on October 14, 1944. She was the former Gladys Doris Salmon, daughter of Mr. and Mrs. Alfred J. Salmon of Thetford.



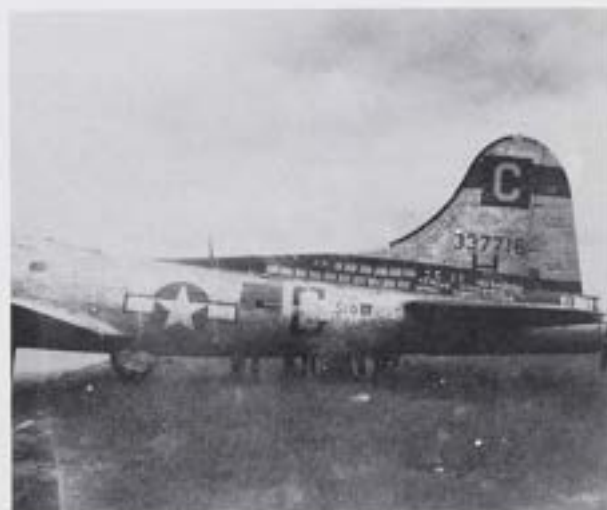
"5 GRAND" GOES HOME

The first plane to leave Knettishall for the United States was flown by 560th's Thompson. The plane, "5 Grand", was the five thousandth Boeing B-17 and had the autographs of members of the Boeing plant scratched or written over the entire surface. The plane had been flown in combat by the 96th bomb group, but as they were remaining as part of the army of occupation they had no crews available to return to the states. The purpose of returning "5 Grand" was to use it on a Bond Drive.

The plane had 78 missions to its credit, plus two food missions, and two Prisoners of War trips. Two enemy fighter planes had been claimed from this plane. At one time the plane had to crash-land at Honnington, but it had not been too severely damaged, and had been repaired and returned to combat.

When the Group received the plane for conditioning for flight to the states it was necessary to change three of the four engines and make many other major repairs. The plane had been received just after lunch the eighth of June, three engines changed and slow-timed, prepared with special over-water equipment, and supplied with other ATC requirements in record time. The plane took-off at 1324 hours the 9th of June . . . 24 hours after being delivered to Knettishall . . . a sample of engineering efficiency.

Crew members for the flight home were, besides Thompson, Brauyan, Fletcher, Sprague, Soden, Horab, Holden, Brinegar, Troutman, Herron and Lovorn. They are shown below beside the plane, prior to take-off.

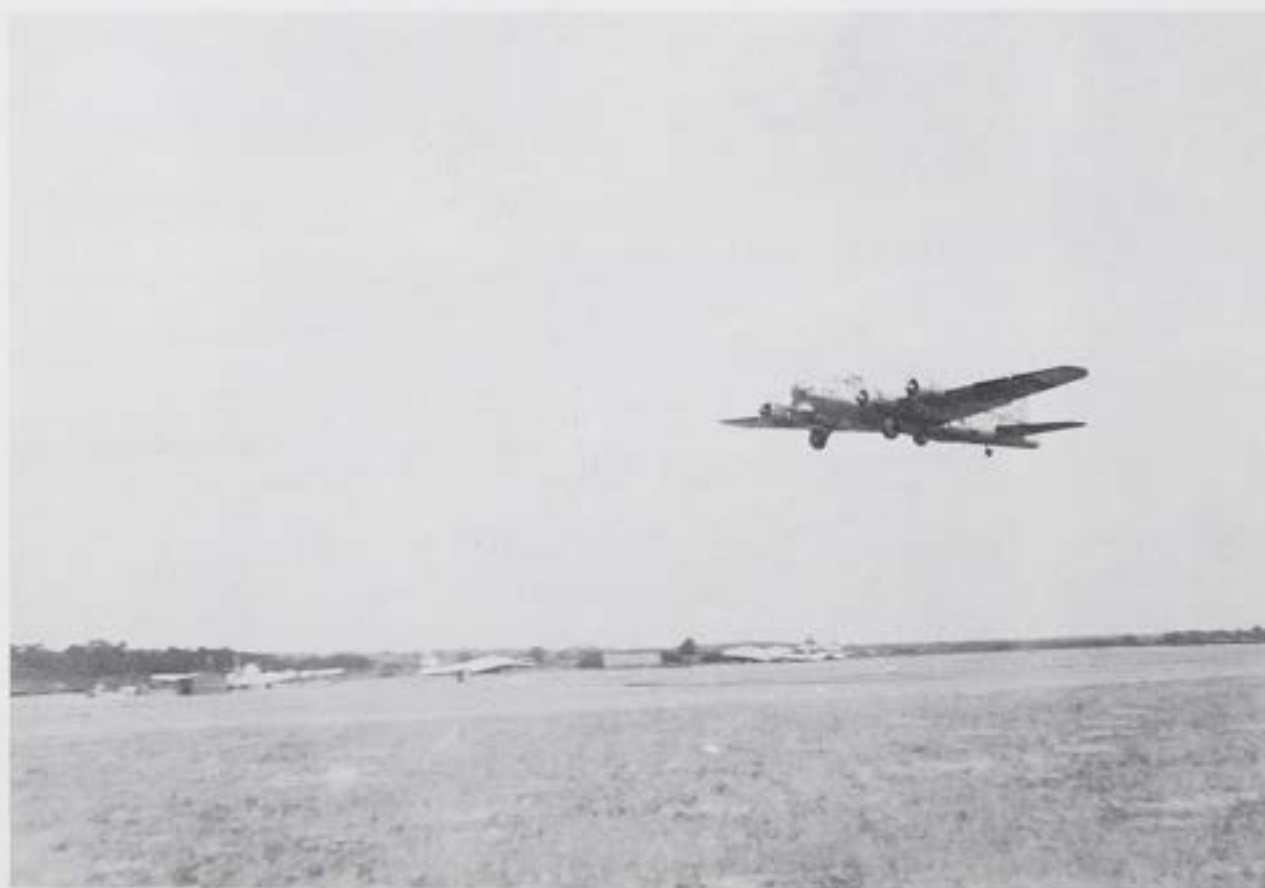


Local Inspection





Warm-up



Take-off for the United States

PERSONNEL ADMINISTRATION . . .



Duties of several officers were changed in April, 1945 as a result of the activation on the 15th of the 434th Air Service Group, assigned to Station 136. Several small units operating on this base in conjunction with the 388th Bombardment Group were de-activated and their personnel transferred to the new Service Group, along with scores of officers and men hitherto assigned to the bomb squadrons. Personnel and duties of the 452nd Sub Depot, the 29th Station Complement, the 273rd Medical Dispensary Aviation (RS), the 1751st Ordnance S & N Co., and the 1284th Military Police Co. were largely absorbed by the three squadrons of the 434th Air Service Group; and the remnant of such personnel were transferred to the bomb group.

Activation of the new service group was to facilitate transfer of the two major units at AAF Station 136 when their duties in this theater are completed, and to consolidate organization for possible operations in the Pacific war zone.

560th Staff



561st Staff



Thanner, Nelson, Davis, Helfrich

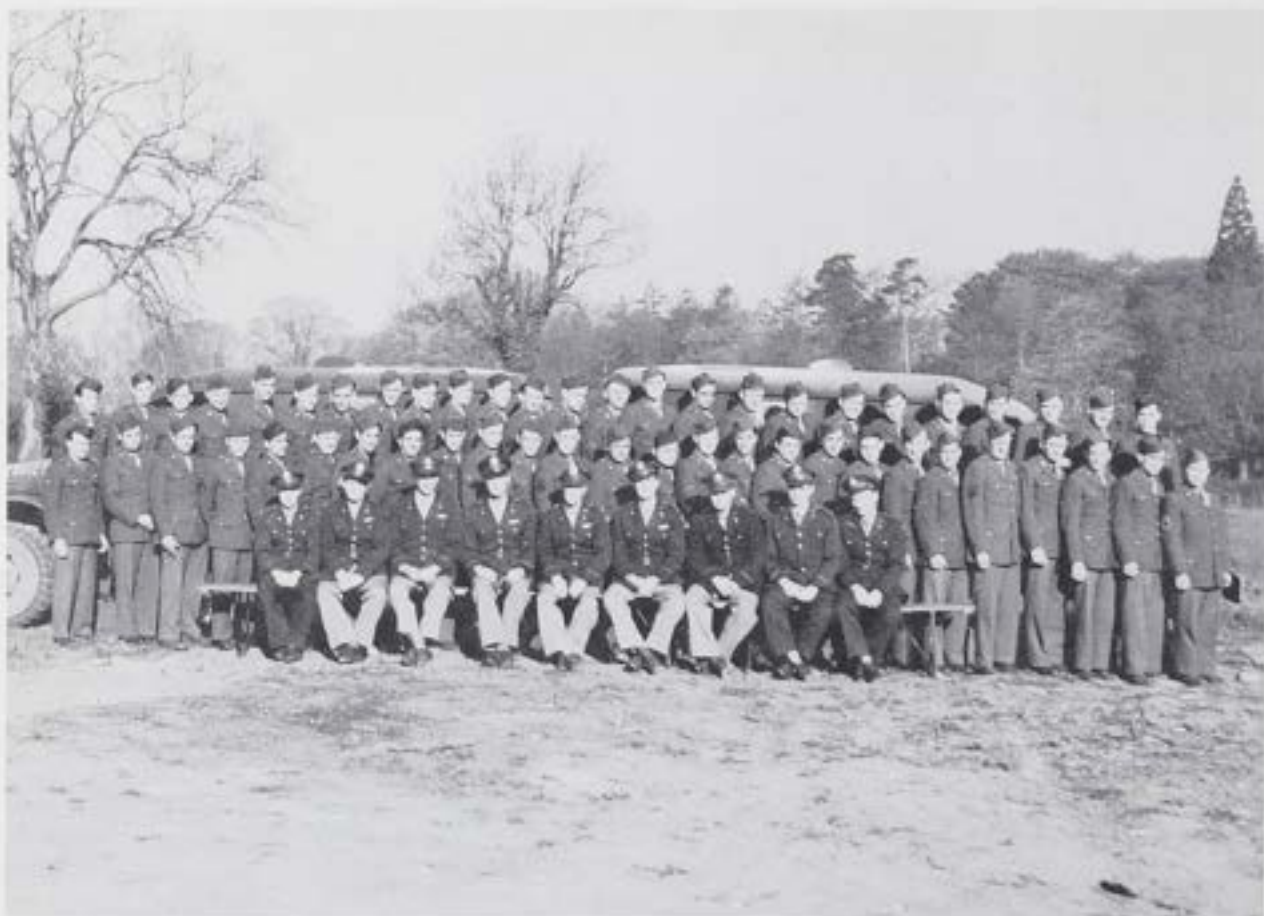
Gardner, Schloss, Tahan, Baum,
Reihart, Trauth, Swanton, Pfeiffer,
Pasqueretta, Abrusia

Thomas, Phillips, Egaas,
Cox, Henggeler, Chaffin





MEDICAL DEPARTMENT



HOSPITAL STAFF



Doc Bell



Doc Jones



THE MEDICS

FINANCE DEPARTMENT



Seigel



Garbutt



AIRCRAFT MAINTENANCE



Changing tire in mud



Weid



Benderman

Graham

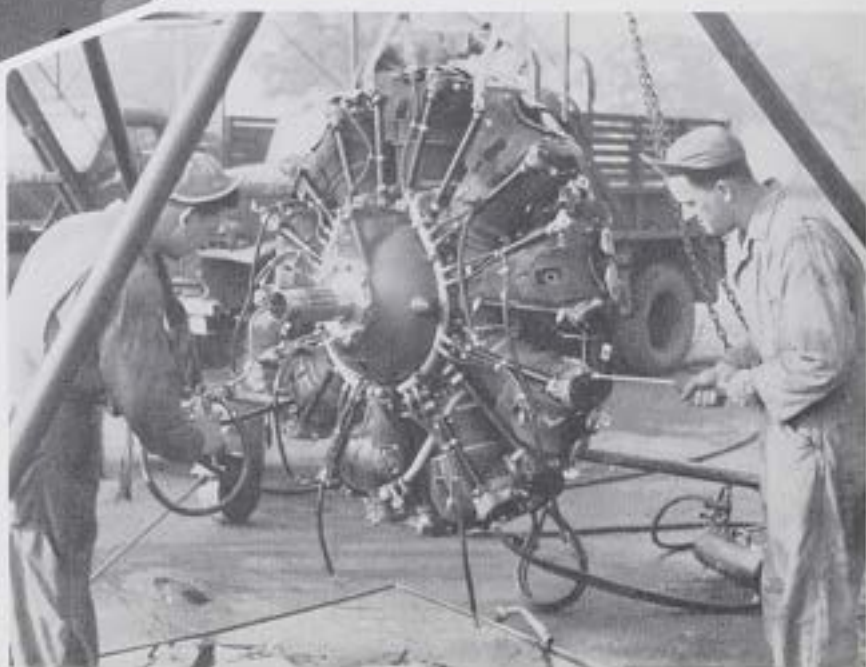
McCarthy



Foreman



Howe and Bol





Bebernes



Quist and King



Arnold and
Rynerson



Rynerson



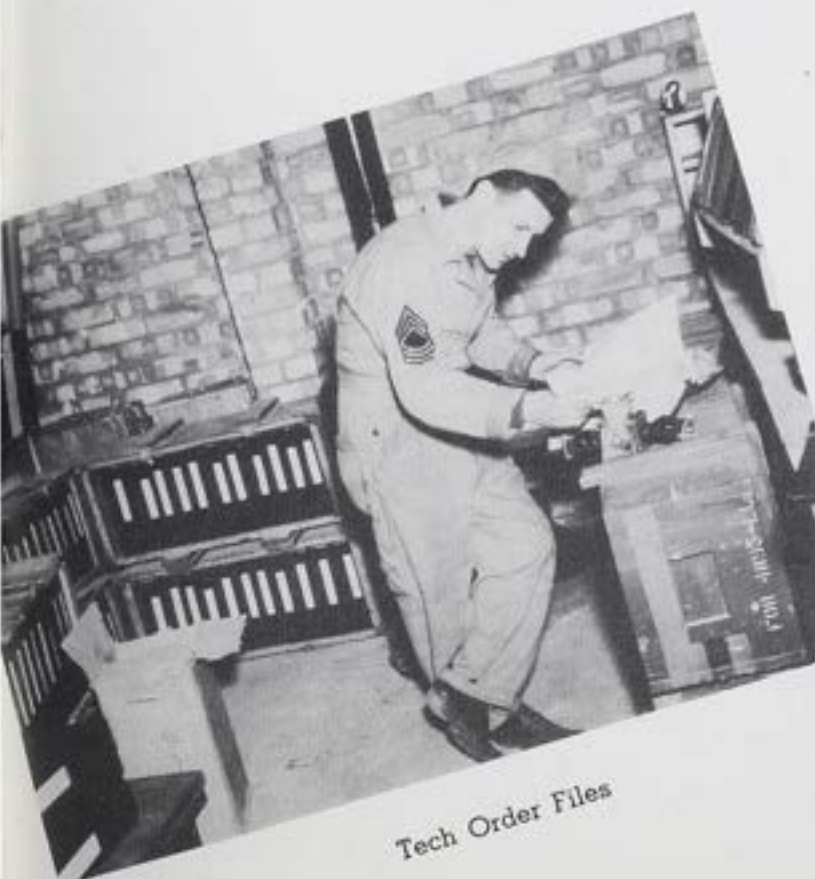
Pulling Prop through



Taylor



Ledgerwood and Austin

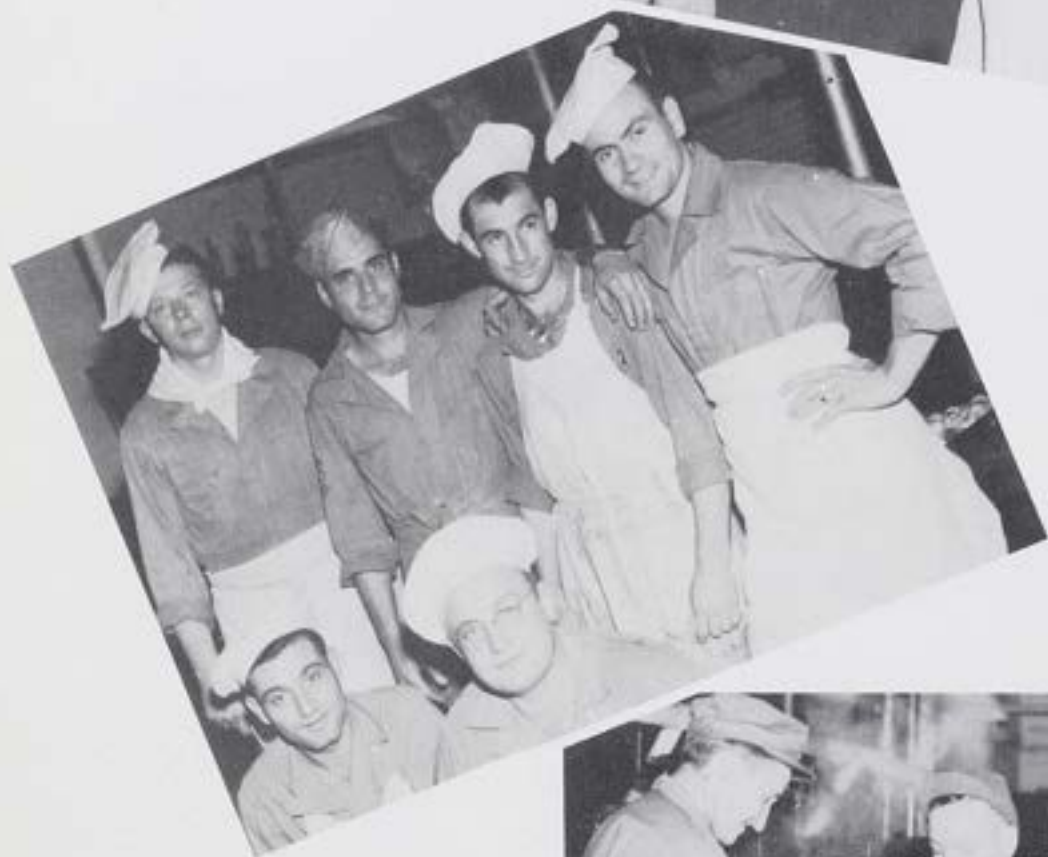


Tech Order Files



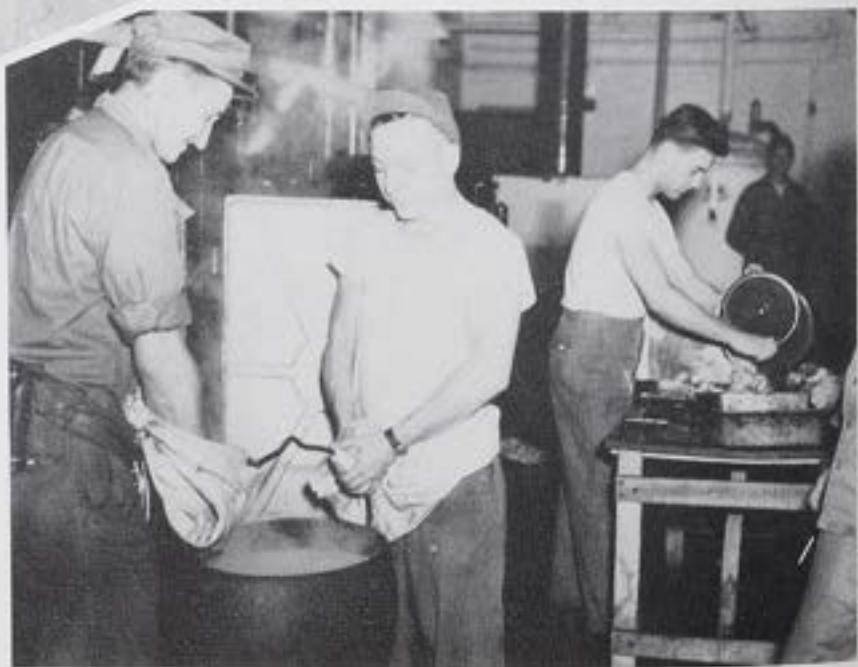
CHOW

Burris and Fulmer



Cooks . . .

Cooking





Chow Line



Officers' Mess



Siple, Martin

Hogan, Holbrook

FIRE DEPARTMENT



ASTRO TRAINER



Egaas



Spencer

COMMUNICATIONS



Jones
(Communications Officer)



Grove



Camfield



Grantham



Freidman



MAIL!



The Postal Unit handled mail for several bases, so all that truck load did not go to Knettishall personnel. But it was fun to imagine that it did and speculate on how many letters would be yours. Seems that it wasn't what was in the letter that counted, but rather the number received.

ORDNANCE



Matthews

(Ordnance Chiefs)

Lookabill







Hogan and Thomas



Fraine, Ayres, Heidel



Intelligence Officer

Chaplain



Photo Officer

Quartermaster Chief





Weathermen



Flying Control

AIR ECHELON



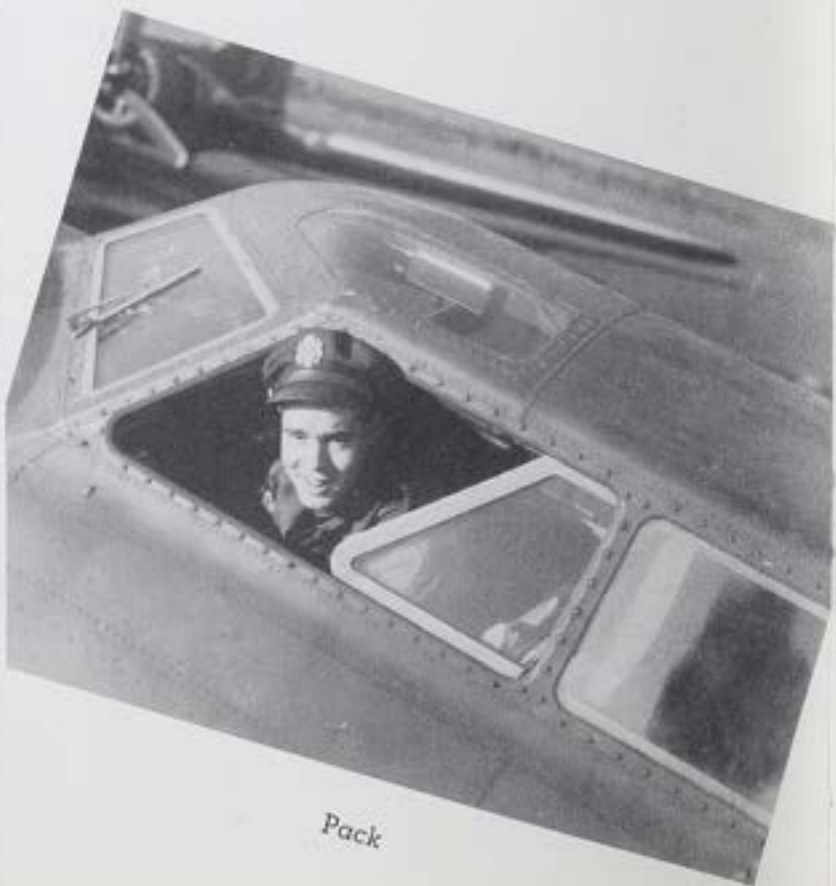
McLaughlin



Matthews



Riddle



Pack



Harrell



Boozer



Moretti



Bubybirowski



Isaacs



Ong



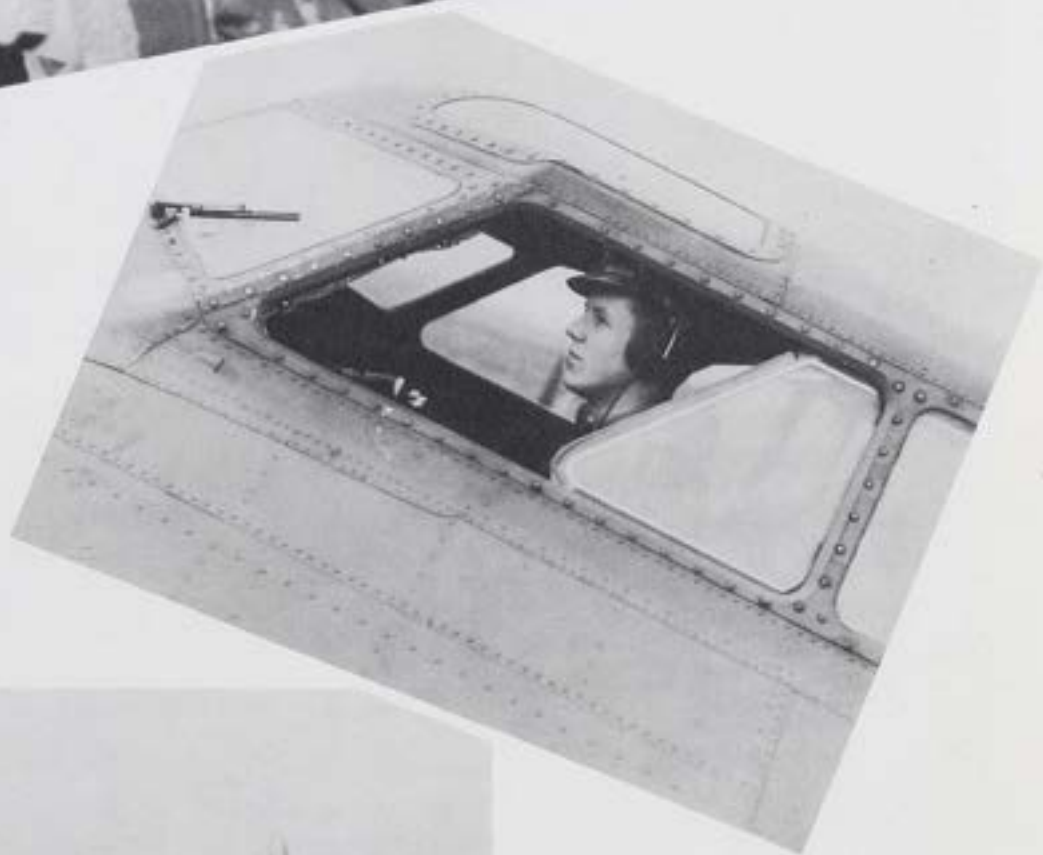
Reed



Burkett



Alford



Tobin



Grande



Weidenbusch



Goodman



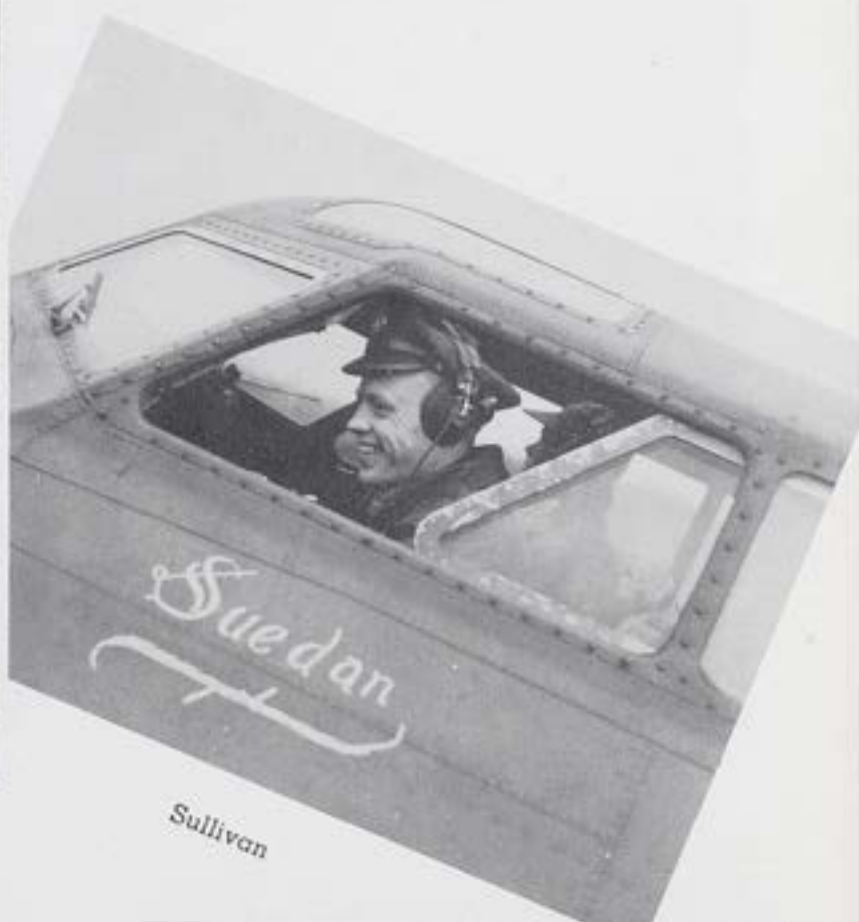
Williams



Beach



Lansing



Sullivan



Joyce



McDannell



Morrow



Pierce



Gillaspy



Hess



Gillette



Graziani

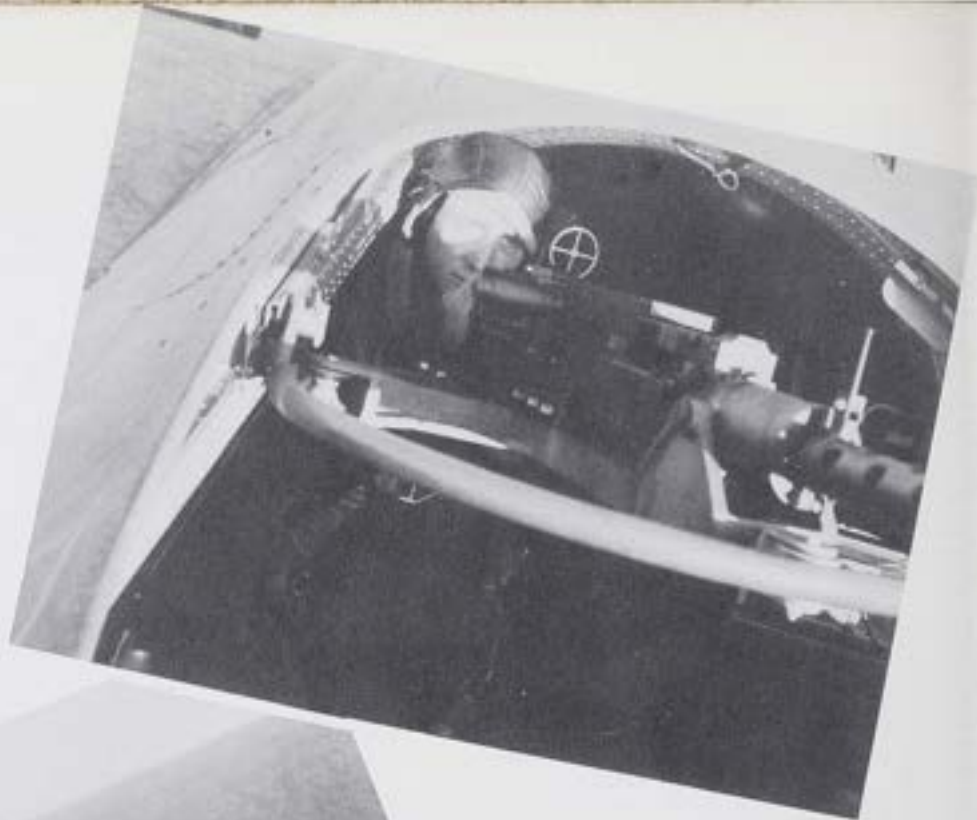


Forrest



Flor

Hallam



Lobis



Bynum





Egaas



Mitreck



Southam

RECREATION

Seven hundred officers and guests attended the dance-party inaugurating the William B. David Officer's Club, named in honor of the 388th's Group Commander. Guests included high ranking officers from 3rd Bomb Division, 45th Combat Wing and the 8th Bomber Command. Everyone stood amazed before the interior transformation of the Nissen Huts, and expressed wonder and curiosity in the procurement of the furnishings. "Comanche Joe's Saloon" boasts a 42-foot bar paneled with sliced logs with bark facing, and a 38-foot brass rail. Behind the bar is an "Inexhaustable supply of drinks," some of the bottles being arranged on shelves which flank a nude mural and are in turn flanked by glass mirrors. Three more oil paintings, the work of Sgt. Wright, depict "Wild West" scenes. The big room is an excellent replica of a fancy saloon in the hey-days of the West, even in such details as the lighting effects. Light bulbs are set inside kerosene lamps stained with smoke. Checkered oil-cloth cover the table tops. Navajo blankets hang from the walls. A stage platform at one end of the big room is the band stand with a mural background.

Equally elaborate but more restful, more gracious and modern in the mood, the Lounge which occupies the second and adjoining large Nissen Hut. The walls are cleverly painted. Over the fire places at each end of the long room are fine murals the work of another and talented Station artist.

The "kitchen building" provides space for a large kitchen where snacks are prepared and served in another room. One more room offers a place for cleaning and pressing service. The Barber Shop is next to it.



BAR

OFFICERS' CLUB

LOUNGE

Ping pong table, roulette table, add to the opportunities for recreation and relaxation. Furnishings and decorations cost between five and six thousand dollars, money which came from the club treasury. Since moving into the new club house, officers no longer pay monthly dues of one Pound but an initiation fee only.

A Public Address system makes it possible to contact an officer in any part of the club or at any spot on the station. And, incidentally, there are two radios in the Lounge.

Although less elaborate the N. C. O. club is gayly decorated, comfortably furnished place where the non-com forgets Army routine. Here as at the Officer's Club a dance is held each week. The game room is particularly attractive, painted to give the effect of a County Fair. Broad red and white striped oil cloth hangs at an angle from the walls, as if over booths at a Fair. A Carnival Scene is painted on the wall at one end of the room. Two enlisted men, Club Manager and his assistant, are quartered in another room. The club, like the Officer's Club, has a committee to prosecute members who cause disorder, as well as an executive committee which plans social programs and assumes responsibility for the club's business transactions.

The emphasis as suggested above which is placed upon recreation for men at this Station explains their high morale. The Post Chaplain and other officials have observed that morale of the men has increased during November and December. It is intended, furthermore, that they shall have opportunity to express outbursts of spirits here on the post, rather than to surpass the men and consequently to have them to carouse when on pass. When complaints were made by the town Council of Thetford that soldiers were disorderly and disturbers of the peace, the Group Commander urged the Council to ascertain the Army units represented by the offenders. Not one of them was found to be a member of this post.



LIBRARY READING ROOM

The books were all kept in another room. Approximately ten thousand books were made available on a regular library lending plan. Books were mostly donations from members and also from surrounding English towns.



OFFICERS' CLUB LOUNGE

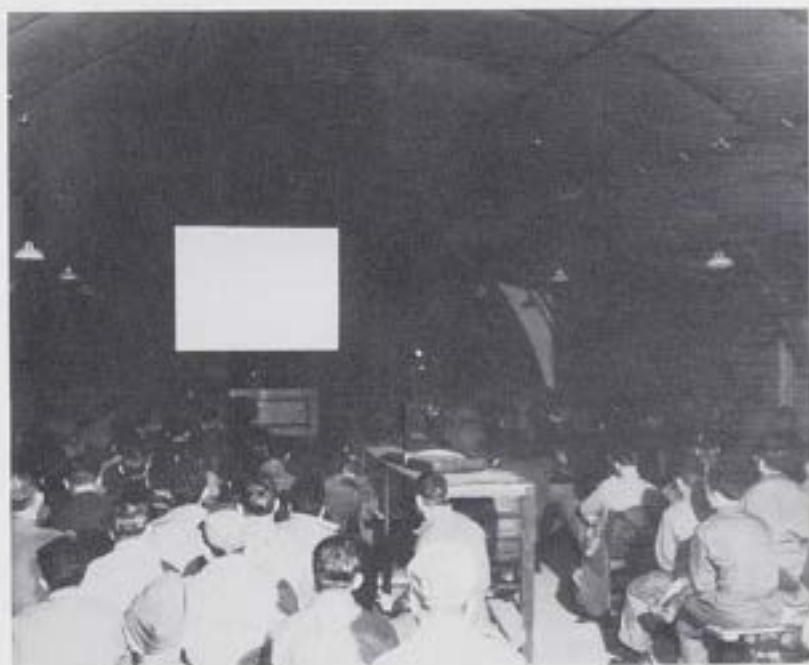
THE THEATRE

Station 136, home of the 388th in the ETO, has long boasted of its extraordinary theatre,—movie and stage show playhouse,—which is a large Nissen Hut designated for entertainment purposes only and has 400 theatre chairs.

Heretofore movies have been shown by using a 16 mm. projection machine which involves an unreliable sound track and necessitates 3 or 4 interruptions for a change of reels during a show. 16 mm. film reproductions, though commonly used at American Army station in the ETO, are inferior in quality.

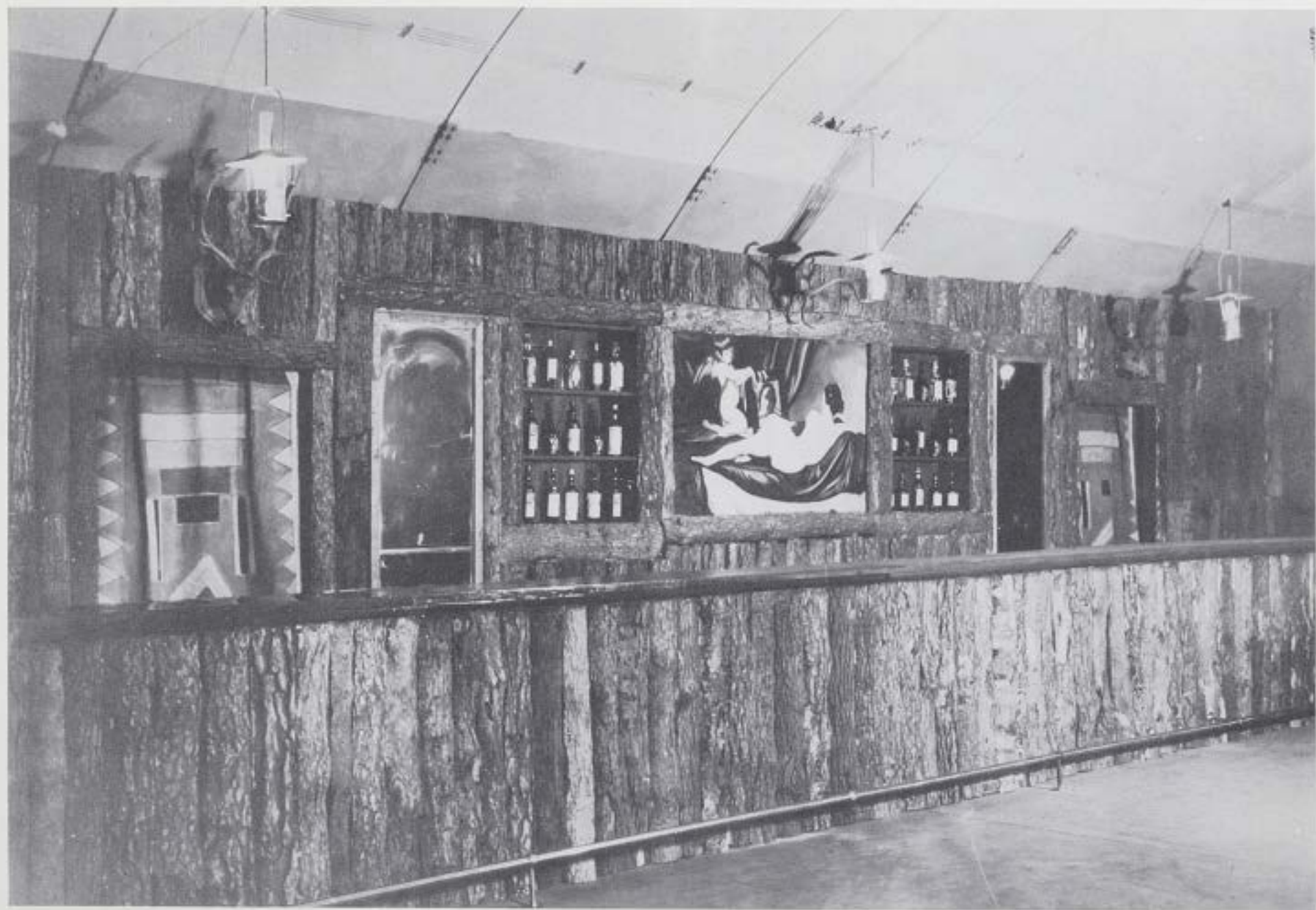
To improve theatre entertainment 388th Headquarters ordered a projection room built on to the Nissen Hut which would house a more elaborate machine, and bought a \$12,000 projector complete with sound equipment to be installed there.

This project has been completed to the gratification of station personnel. No more sound failures, no more interruptions of the movie to change reels, more clear screen images. Continuous film showing is now exhibited from 3 o'clock in the afternoon to 11 P. M. To help cover the cost of equipment, personnel contribute one shilling per person at each performance. This was a temporary measure only. Again, the initiative of Group members is shown in their effort to make Knettishall as good a place to live as possible.



THE OLD THEATRE





OFFICERS' CLUB 42 FOOT BAR



STAGE — OFFICERS' CLUB BAR ROOM

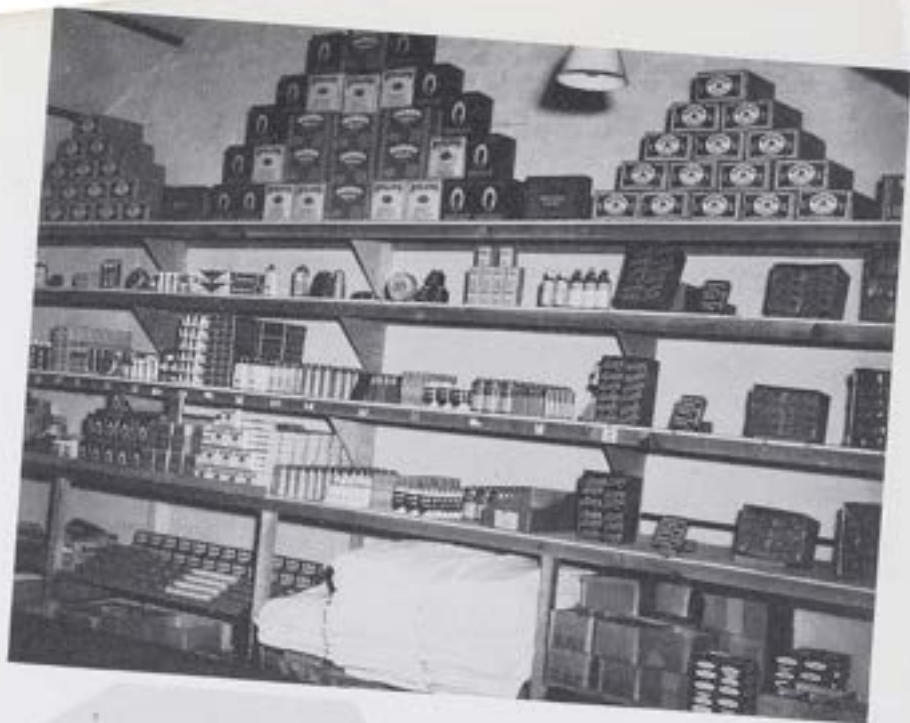


ROCKER CLUB GAME ROOM



ENLISTED MEN'S BAR — QUEEN OF HEARTS BAR ROOM

Station P.X.



Post Office
and
Gymnasium



Red Cross Club



"COUNTRY CLUB"

Personnel of this station are so pleased with its recreational facilities that they laughingly refer to it as "the Knettishall Country Club." Golf experts give lessons to would-be players who have an abbreviated course to play on. Evening relaxation is available at the Red Cross Aero Club, complete with snack bar and Coca-Cola fountain, the Queen of Hearts Club, drinking rendezvous for the lower four grades EM, and the decorated, attractive, comfortable non-coms club, and the officer's club.

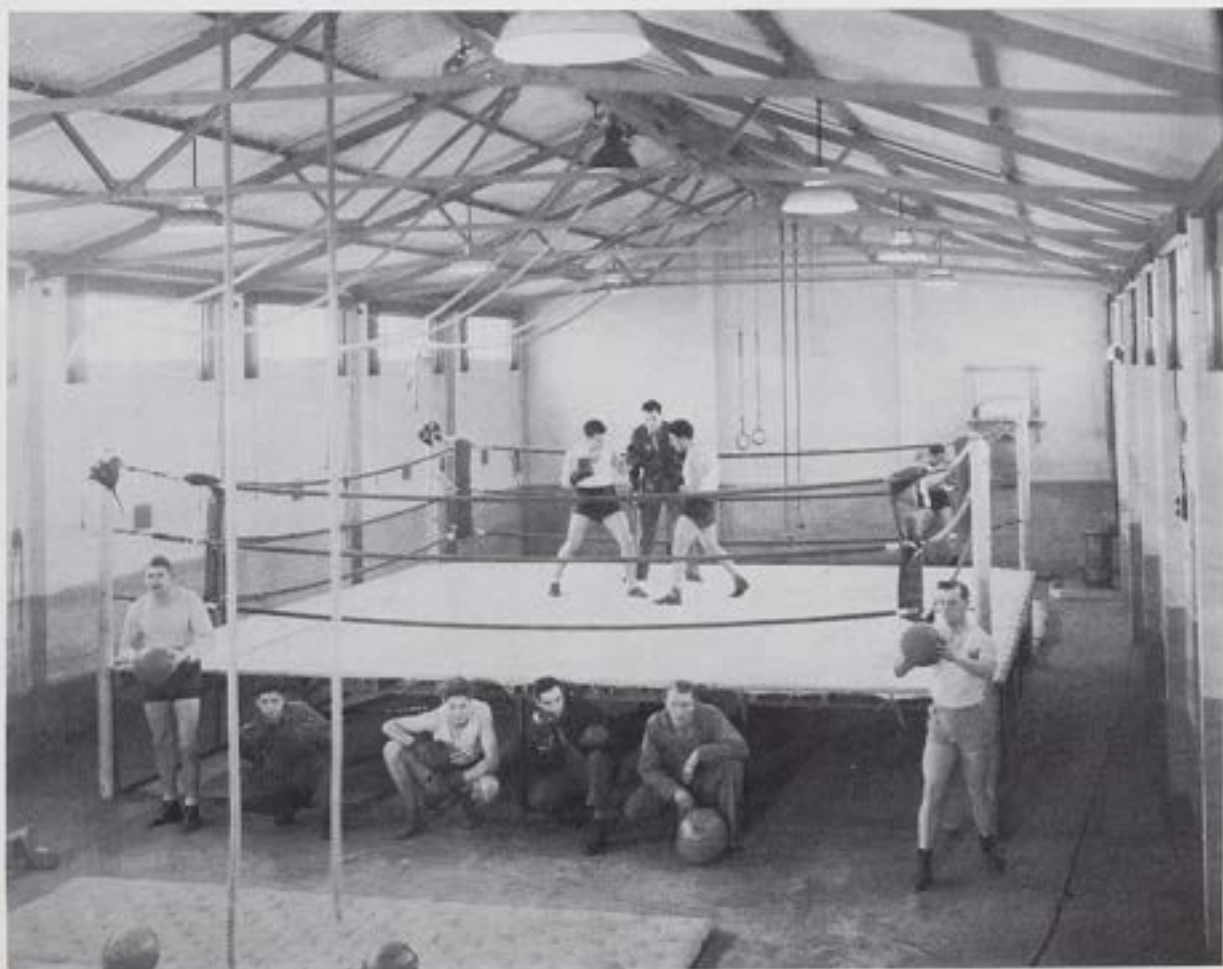
In July, after employing Bulldozers and rollers, a first-class baseball diamond was made ready for use and was quickly taken advantage of.

Climax to all the facilities was the construction of a tennis court—concrete and not perfectly level—but a tennis court! Only disappointment to tennis enthusiasts was the announcement that the Athletic Office could supply only two second-hand racquets and two tennis balls.

These recreations contribute largely to the unusually high morale of station personnel. And yet—the men are most anxious to return home. Their hope and anxiety and uncertainty concerning "the next move" provokes a constant flood of rumors about future operations by the 388th.



Golf Instruction



Gymnasium

Volley Ball



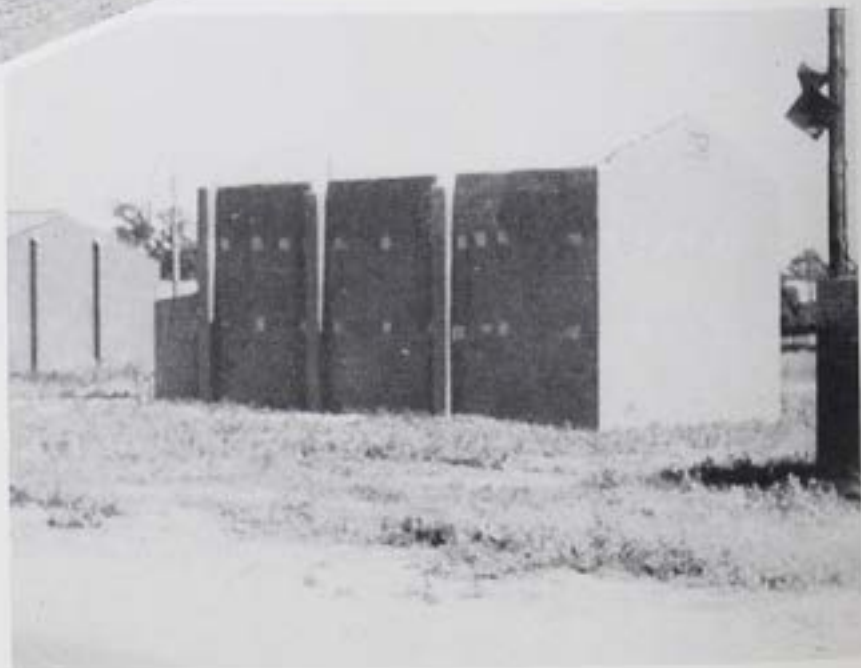
Touch Football



HAND BALL COURT

The court was made from a building which had no known purpose or reason for being built. The various holes were concreted, and a smooth concrete floor installed.

Although the hand balls were not the liveliest, there were enough available. Gloves were donated by Group members.



MISCELLANEOUS PICTURES

(OF PERSONNEL, PLACES, EVENTS, AND . . .)



Johnson



Loving



Estes



Chaffin



Henderson



Gardner



Hurdle



Baxter



Colgon



Gordon



Conover



Faust



Bond



Swanton



Van Horn



Thompson



Chamberlin



Thanner



David



Relyea



Nelson



Flor and Willson
Flew first mission together as navigator and
pilot; and the 300th mission together as lead
navigator and lead pilot.



Polisher and Gaynor



Poole and Pasky



Harrison and Ratcliff

Davidson, Baum, Burkett



E. M. Mess



Reunion of the Lewis Brothers

Finkbiener and Colo





School Registration



Court Martial Board



Force and Gross



Harrison



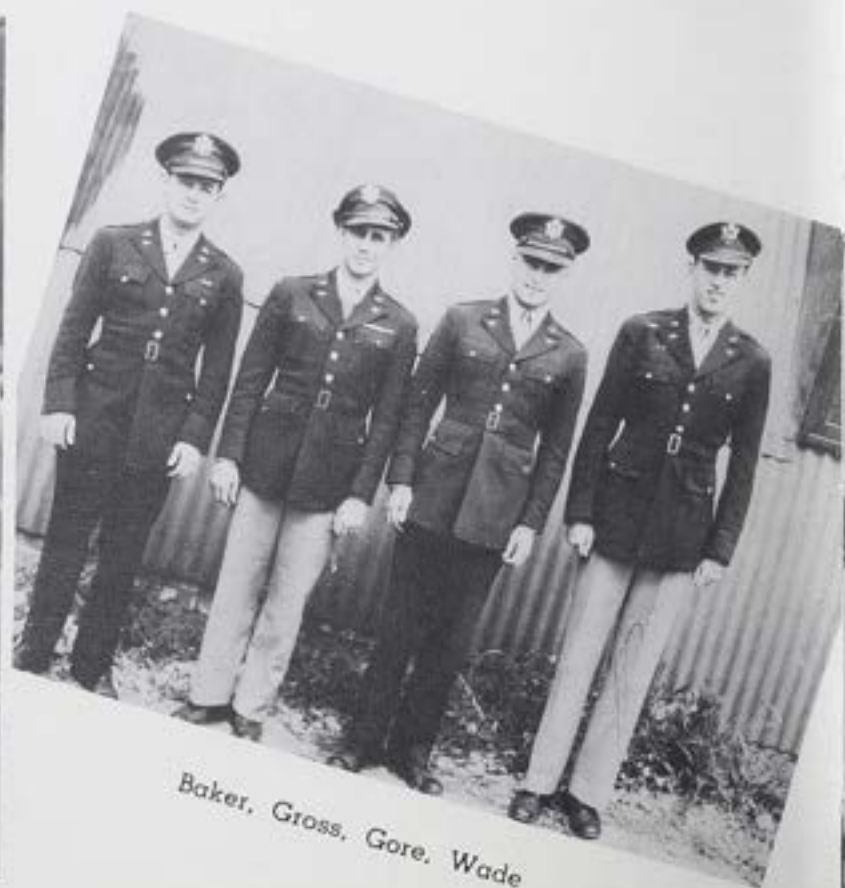
Col. Wylie and Staff



Puig — Gillette



Weiland



Baker, Gross, Gore, Wade

Elliott, Jones, Dilley



Americans and Canadians outside a
North England Pub and Hotel



Coffee, Phillips, Samson
Trauth, Ong, Wilson, Beatty



Streeter



Fire Bombs for the Germans
at Royen



Gremlin's Dance Band



The Wacs visit from Third
Division Headquarters



Rocker Club Bar



Staff Dinner for Red Cross Girls

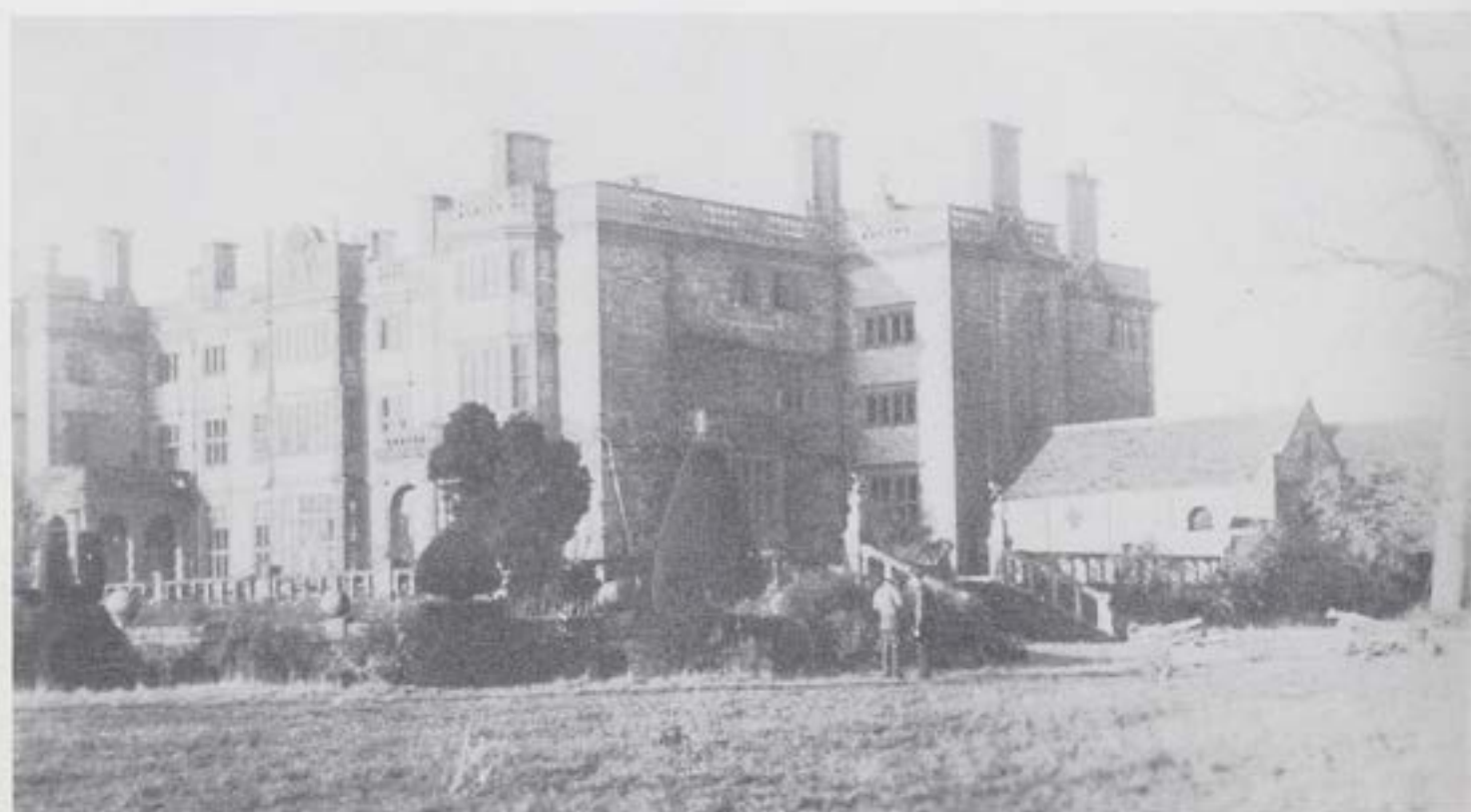


COFFEE
AND
DONUTS!

Red Cross Clubmobile



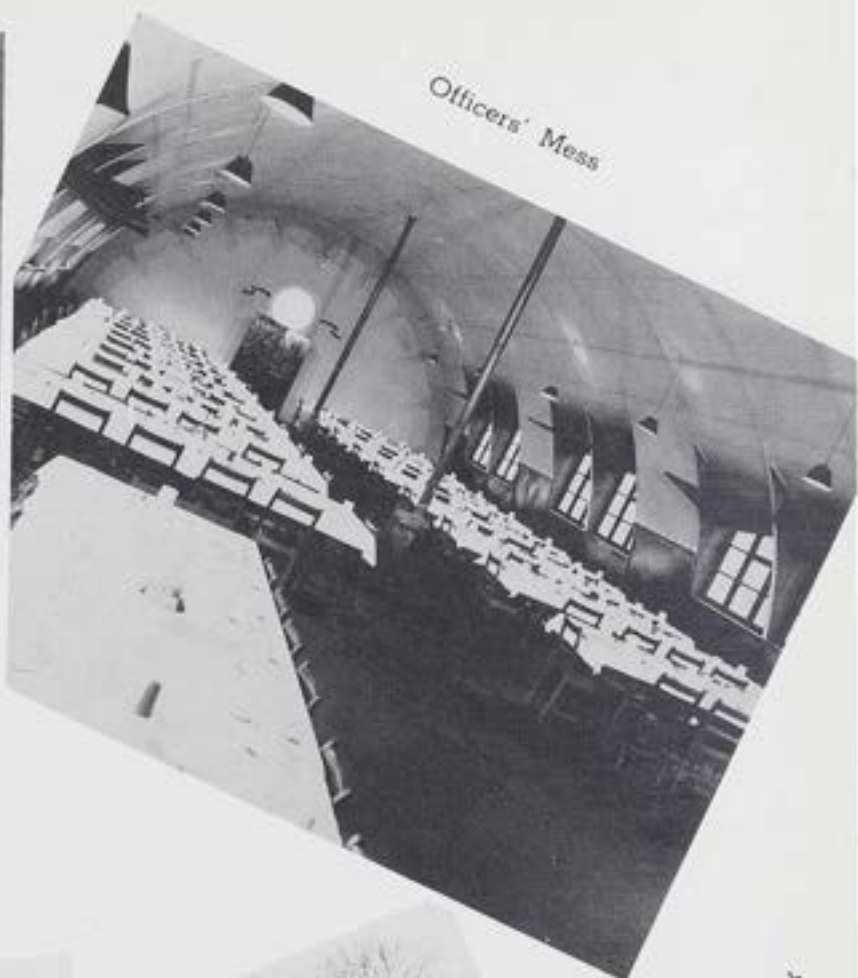
COOMBE HOUSE REST HOME
Just outside of Shaftsbury, England



REST HOME NEAR OXFORD



Bohne and Terry



Officers' Mess



Eddy



Owens, Jarvis, Fitch



Trauth, Atkinson, Campbell

Christmas Pary, 1944



Zettek

Henggeler and David



Party at the Rocker Club



Madison, Drewelow, Puig

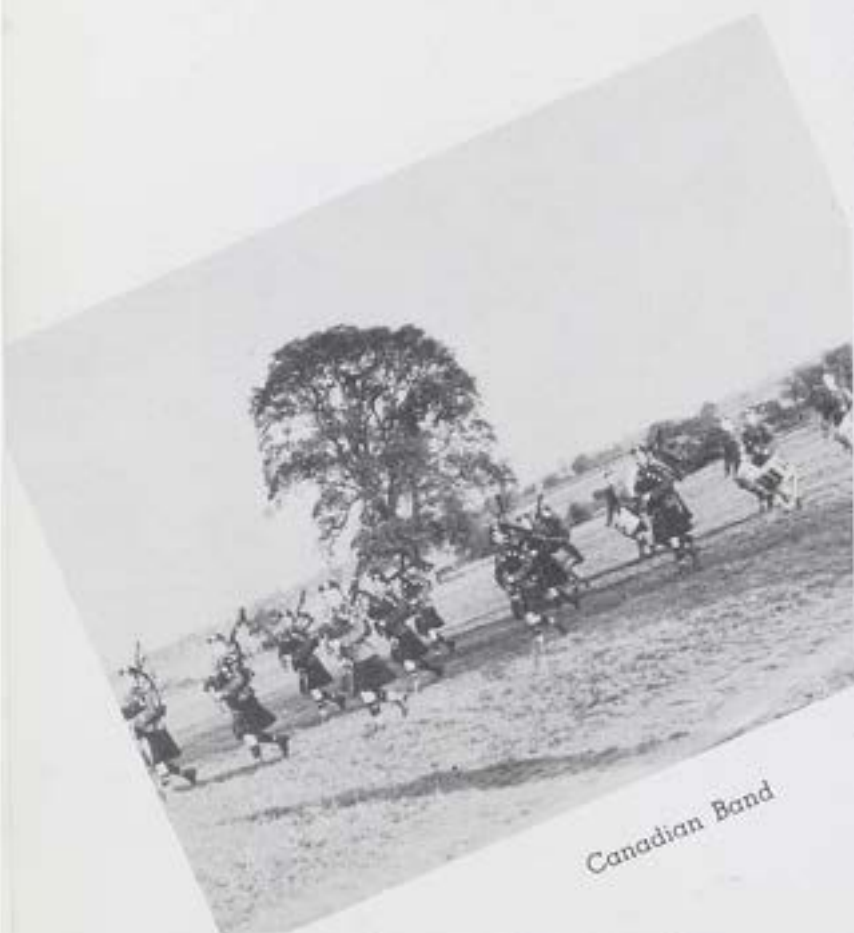


SOFTBALL

Hess, Bihari, Granucci, Hall, Pfeiffer,
Willson, Pierce, Trauth, Samuels, Cox,
Gore, Goodman, Flor, Dennis

Alert Crews





Canadian Band



Trauth and Eddy with escapees Hildebrandt and Millan who both escaped from enemy territory in time for the 200 Mission Party



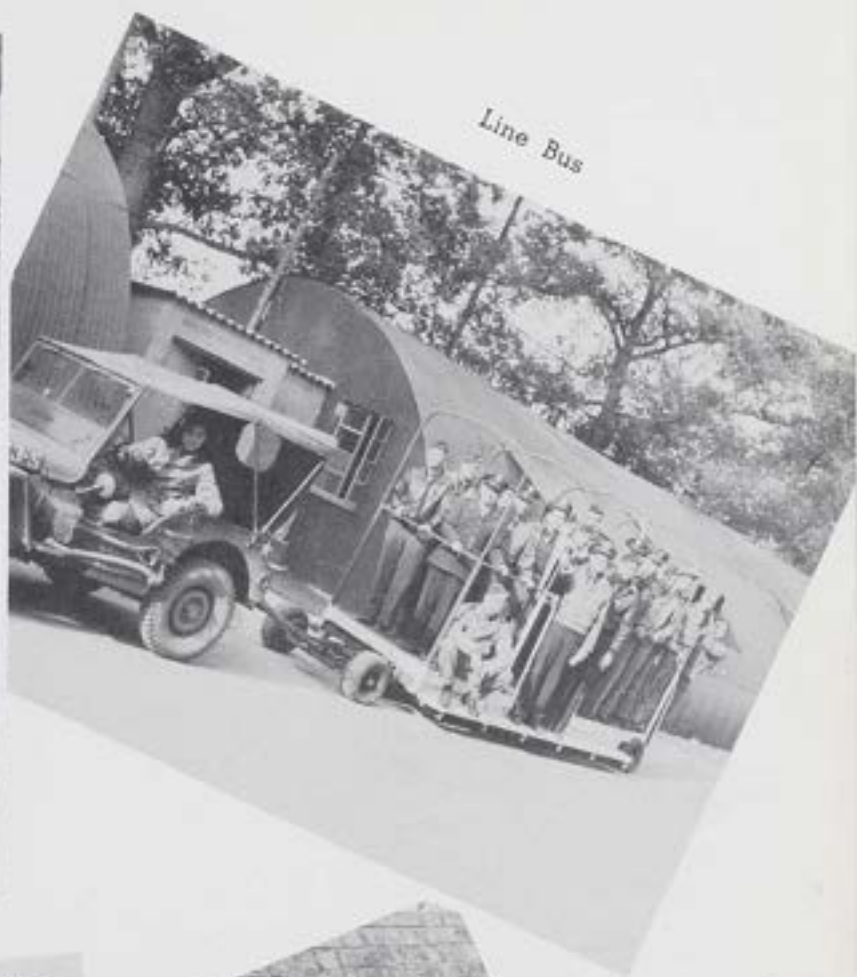
Weiland



Davis and Yenerich



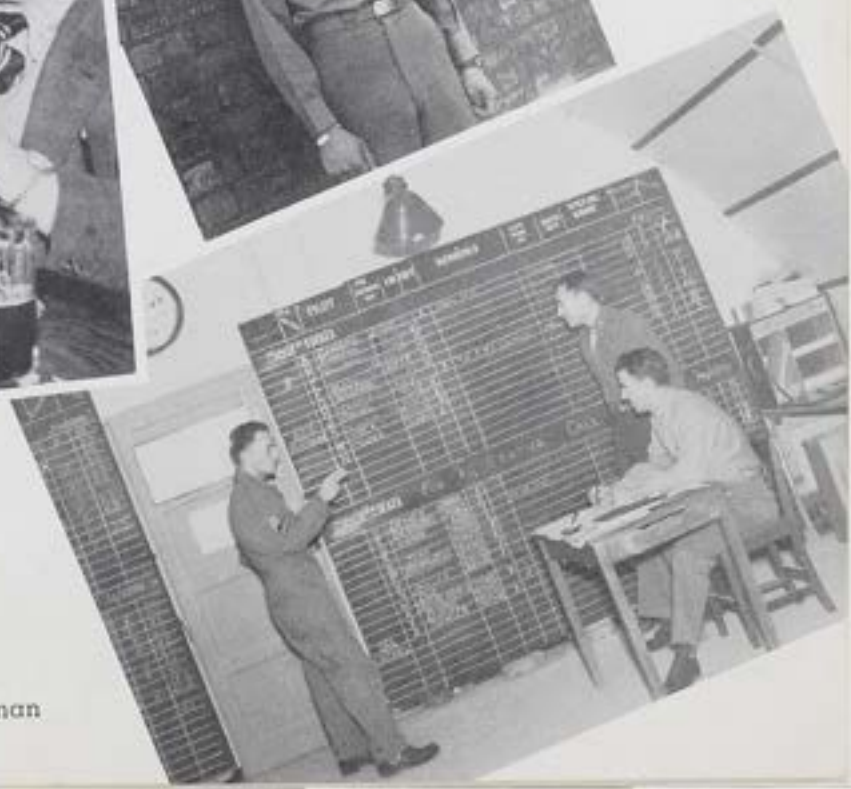
Finkbeiner



Bodycombe and Friend



Skiff



Group Operations
Davis, Phillips, Goodman

This accident occurred during the Bond Drive which Knettishall won with a total of over \$233,000. Ironically, the cost of this accident was \$250,000.





Zengerle and Crew with Bynum after
raid on Berlin



Irish labor . . . at work



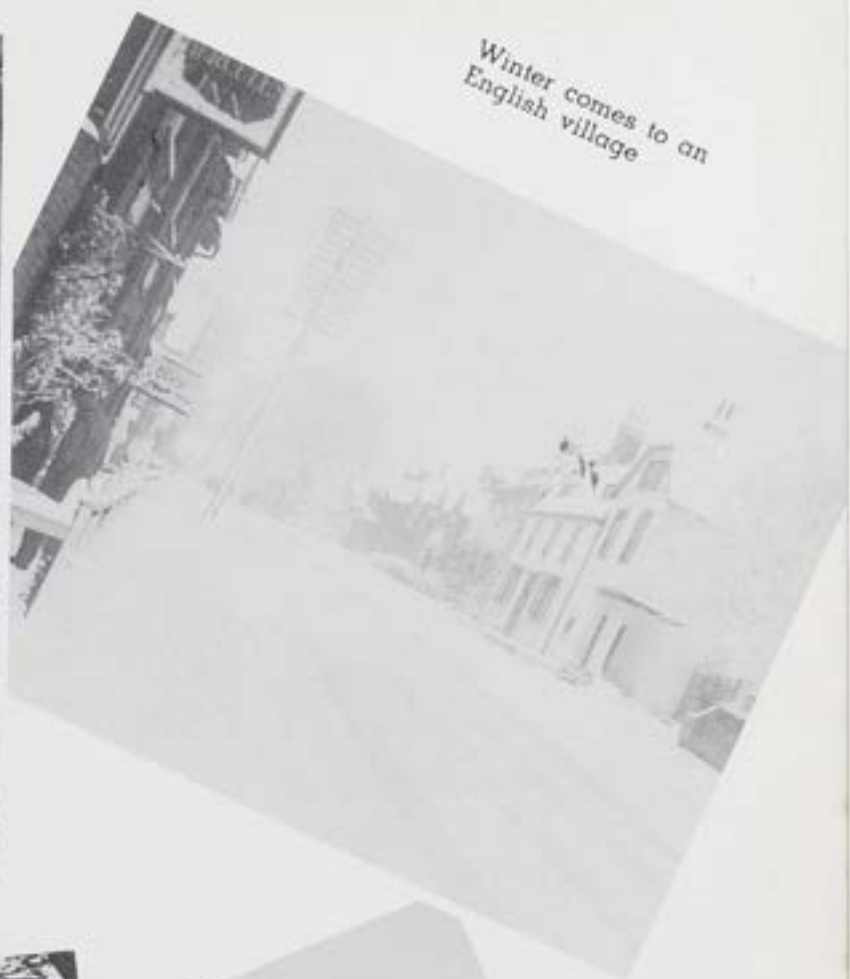
THE DISPENSARY
Business was pretty poor most
of the time

OFFICERS' CLUB BAR





Winter comes to an
English village



Scene near the Base



Barningham

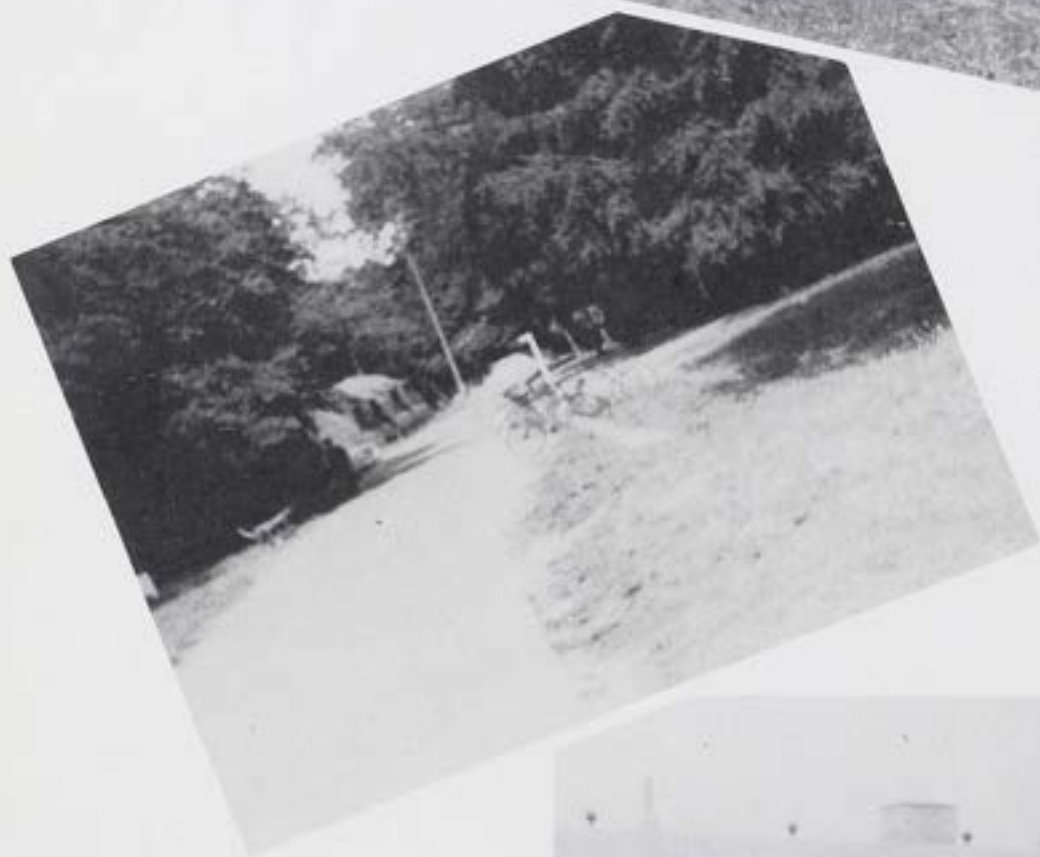


The train from London arrives in Thetford—nine miles from Knettishall

ORDNANCE
SECTION



GROUP HEADQUARTERS
FROM 562ND AREA



OUTSIDE OFFICES CLUB—
COMBAT CREW LIBRARY
IN BACKGROUND





BOMBSIGHT VAULT AND
RADAR COMMUNICATIONS



GROUP OPERATIONS
"OPS BLOCK"



COMMANDING OFFICER'S
QUARTERS



TRAUTH and BUDDROE



NELSON and DAVIS



GOODMAN and COCKERELL with COX and HENGGELE before leaving for the States on 30 Days R and R



SWANTON and LANE
At the Rocker Club



PUIG



STAFF MEETING



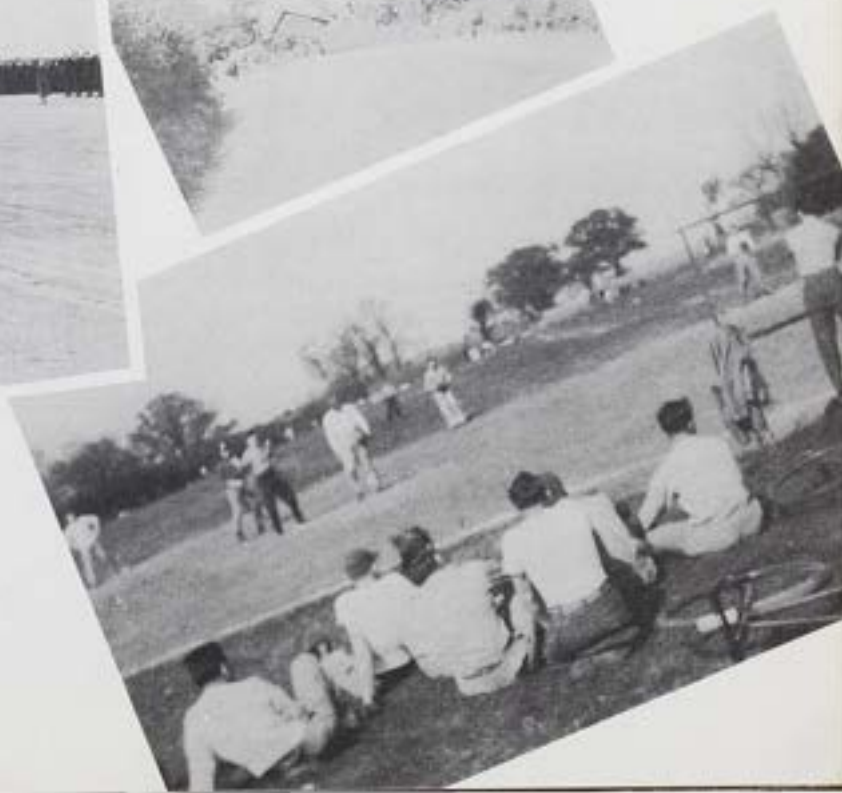
SULLIVAN and ANDRECHECK
Going home



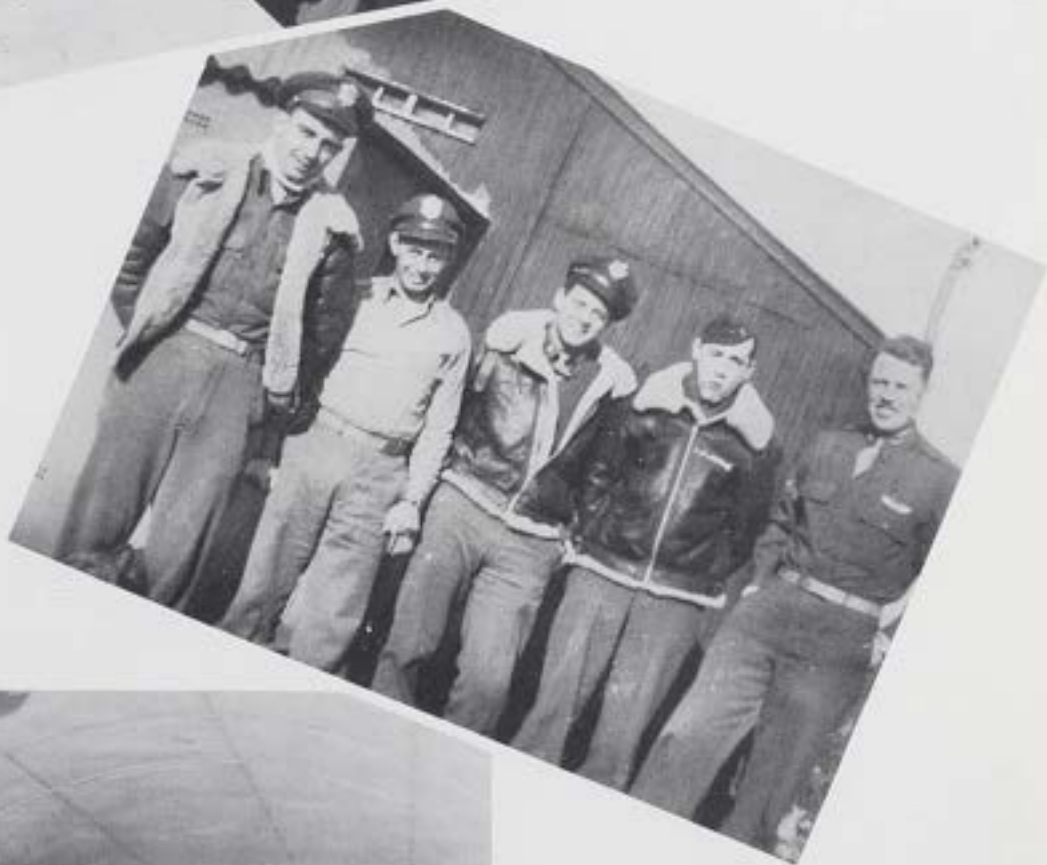
FORCE, MANGUM, GUM, CHAFFIN, TERRY,
JOB, GOODMAN, RANTON

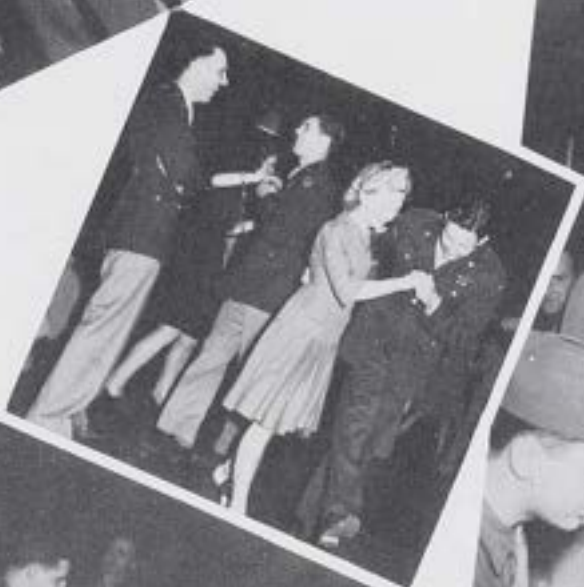
BURKETT, YENERICH, COX, HENGgeler,
PHILLIPS, HAESLEY

























SKIPPER AND THE KIDS
LADY GODIVA
G. I. JANE
AQUILA
NASTIE NELLIE
LINDY
HI FEVRE
WITCHESPEAT
SHY ANN
HAUGHTY HEZY
JAKES JERKS
EIGHT BALL
DEAR MOM
BABY DEAR MOM
LITTLE SQUIRT
ASTHMA
FOURTH TERM
GLORY GIRL II
LITTLE CHUM
REVEL'S REVENGE
MARYS SISTER
SECOND CHANCE
QUEEN OF HEARTS
WINGED FURY
HULCHERS
VULCHERS
MISS LACE
OLD "66"
EASY DOES IT
IRRESISTABLE
JUDY
PUNCHIN
LITTLE BOY
JEANNIE
FLAK SUIT
TENDER COMRADE
PATTY JO
JAMAICA GINGER
HEAVENS ABOVE
GREMLIN HIDEOUT
SHOOT THE WORKS
CICERO KID
STAR DUST
SNAFU
BELL OF THE BRAWL
MIGS MAC
RUBBER
SWEET LORRAINE
DEVILS LUCK
PAULA SUE
MANGELS DREAM
JUST JOYCE
MIDGE
PANHANDLE
JONSEY
LIL HOMESICK ANGEL
SLAVES DREAM
ICKY POO
WOLF WAGON
BIG THREE
PEG-O-MY-HEART
SUPERMOUSE
ACK HAPPY
LITTLE JOE
DEAR MOM II
GIRL OF MY DREAMS
READY MAID

MISS MAC
WOLF PAC
SECOND CHANCE
LIL' ONE
CLASSY CHASSY
SWEETHEART
MISTER YANK 7
SMOKEY OUR LOVE
LADY LILLIAN
JMBRIAGO
HER HIGHNESS
BIG RED
LITTLE DONNA
SILVER LADY
PRINCESS PAT
LITTLE BOY BLUE
LITTLE LASS
GALLOPIN YO YO
ANGEL
SHACK JOB
TAKE IT EASY
MORNING MALE
INSIDE MAN
SCREAMING RED ASS
WAILUKI MAUI
JOHO'S JOKERS
BETTY ANN
TIGER GRL
PEGASUS
CAPTAIN JOE
BORROWED TIME
WORRY BIRD
FOREVER AMBER
MY TRUE LOVE
HOLY SMOKES
DOLL
LITTLE JOE, JR.
VENI VIDI VICI
SUSAN KAY
QUARTERBACK
HOMESICK ANGEL
SIoux CITY QUEEN
FLYING CRUTCH
MY DEVOTION
CHECK WILLIE
SONDRA KAY
LIGHTENING STRIKES
LITTLE VIRGIN ON THE VERGE
CUTIE ON DUTY
TOM PAINE

