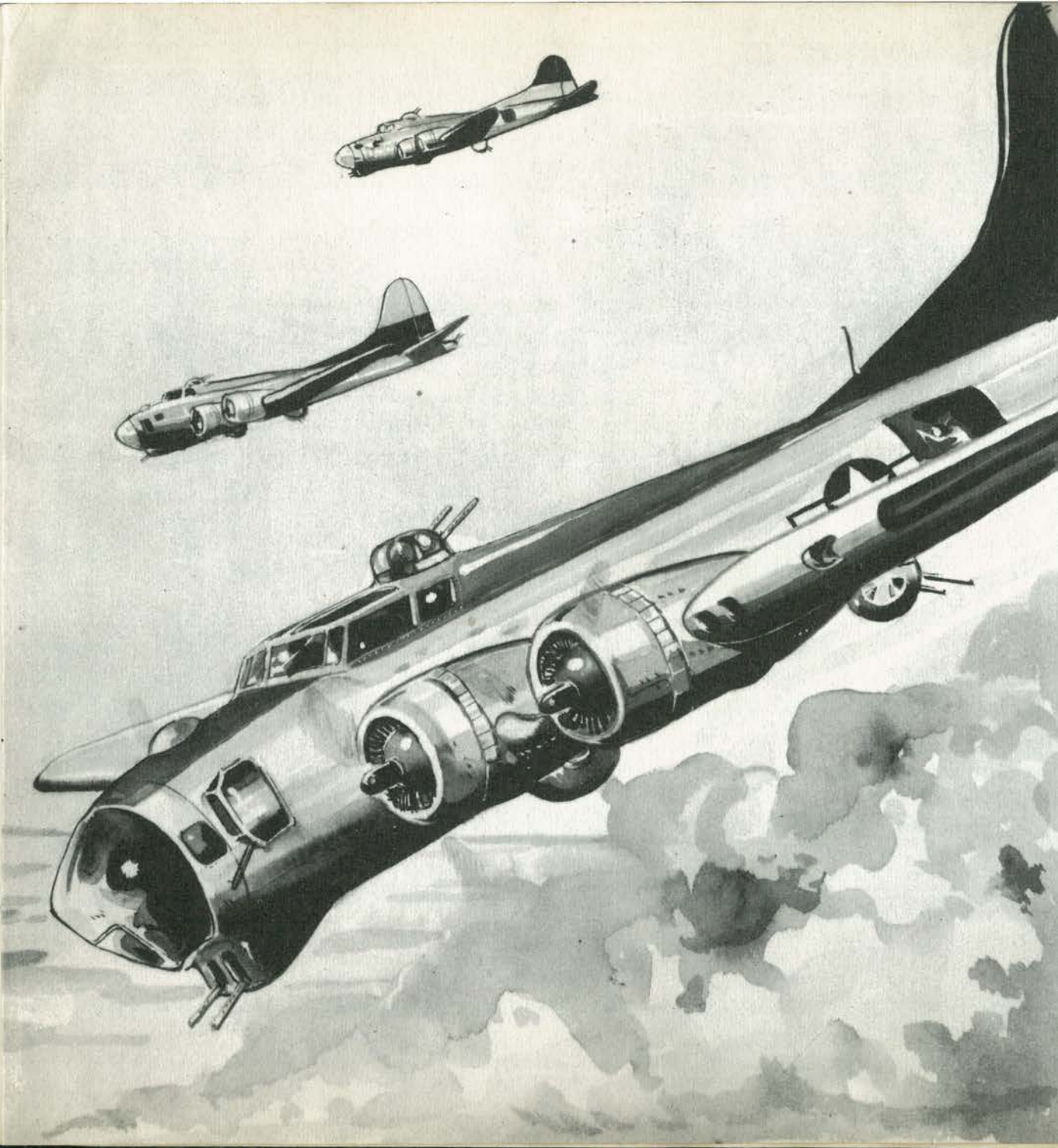


100
MISSIONS



PART I

9

3

rd

UNIVERSITY
OF
MICHIGAN
LIBRARY

COMBAT
BOMB
WING



Words of mine cannot pay adequate tribute to the skill and courage of the air crews; the unending task of the ground crews, and the loyalty and devotion of all concerned with these hundred missions.

I view this record with a pride that is shared by all who know of you now, and one that will be subsequently lauded by the entire nation.

The first hundred have moulded each group into a trim and efficient fighting unit fully capable of the great task remaining before final victory is achieved. It is my sincerest hope that we are still all together, fighting together when that memorable day arrives.

John K. Gerhart
JOHN K. GERHART,
Brigadier General, U.S.A.,
Commanding.

GEN. GERHART

and



Staff

CAPT. HUGHES LT. BAYA

CAPT. GENG CAPT. PECK LT. MOSHER CAPT. BOWERS CAPT. KIMBROUGH CAPT. FOX LT. JOHNSON CAPT. BRIGHT

MAJ. PRATT MAJ. ALEXANDER COL. LANDRY GEN. GERHART MAJ. DONAHUE MAJ. HUSS CAPT. MARKOWITZ

A MISSION



ALERTED BY DIVISION



TARGETS UP



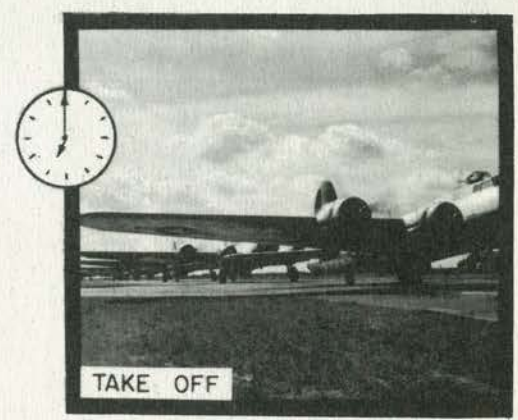
ASSEMBLY PLANNED



OPERATIONS CONTROL



FIELD ORDER OUT



TAKE OFF



BOMBING



BOMB PLOT



Target HALBERSTADT Group • 34-A •
 COMMAND PILOT PLOT BOMBARDIER D. R. NAVIGATOR PILOTAGE NAVIGATOR
 CAPT ERWIN • LT R. O. JONES • LT ALDER • LT NOULLET

WINNING THE WING



GENERAL'S INSPECTION

STRENGTH OF WING

AWARDS

XMAS DANCE

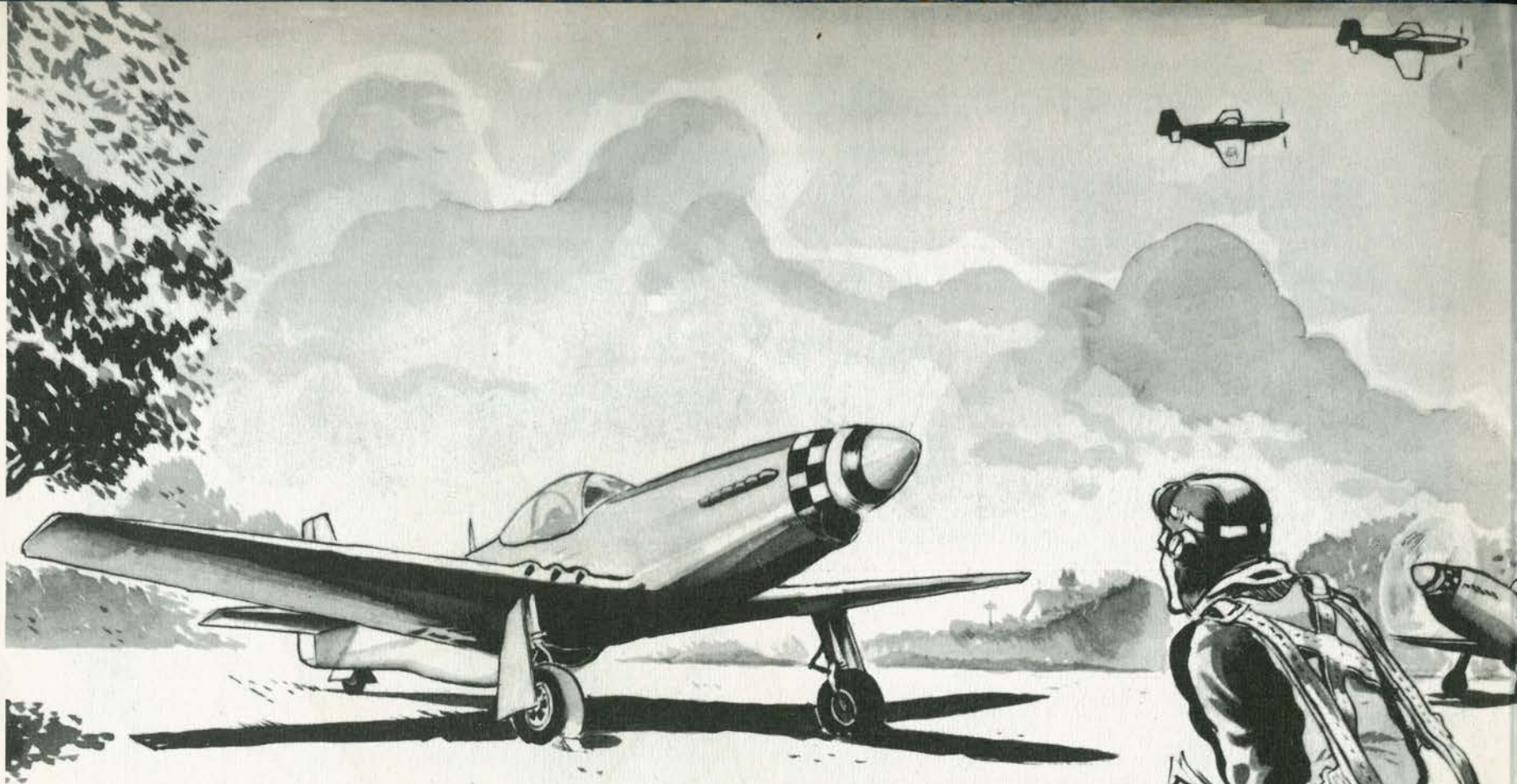
NEW YEAR

TOPPING OFF THE TANKS

WARMING UP

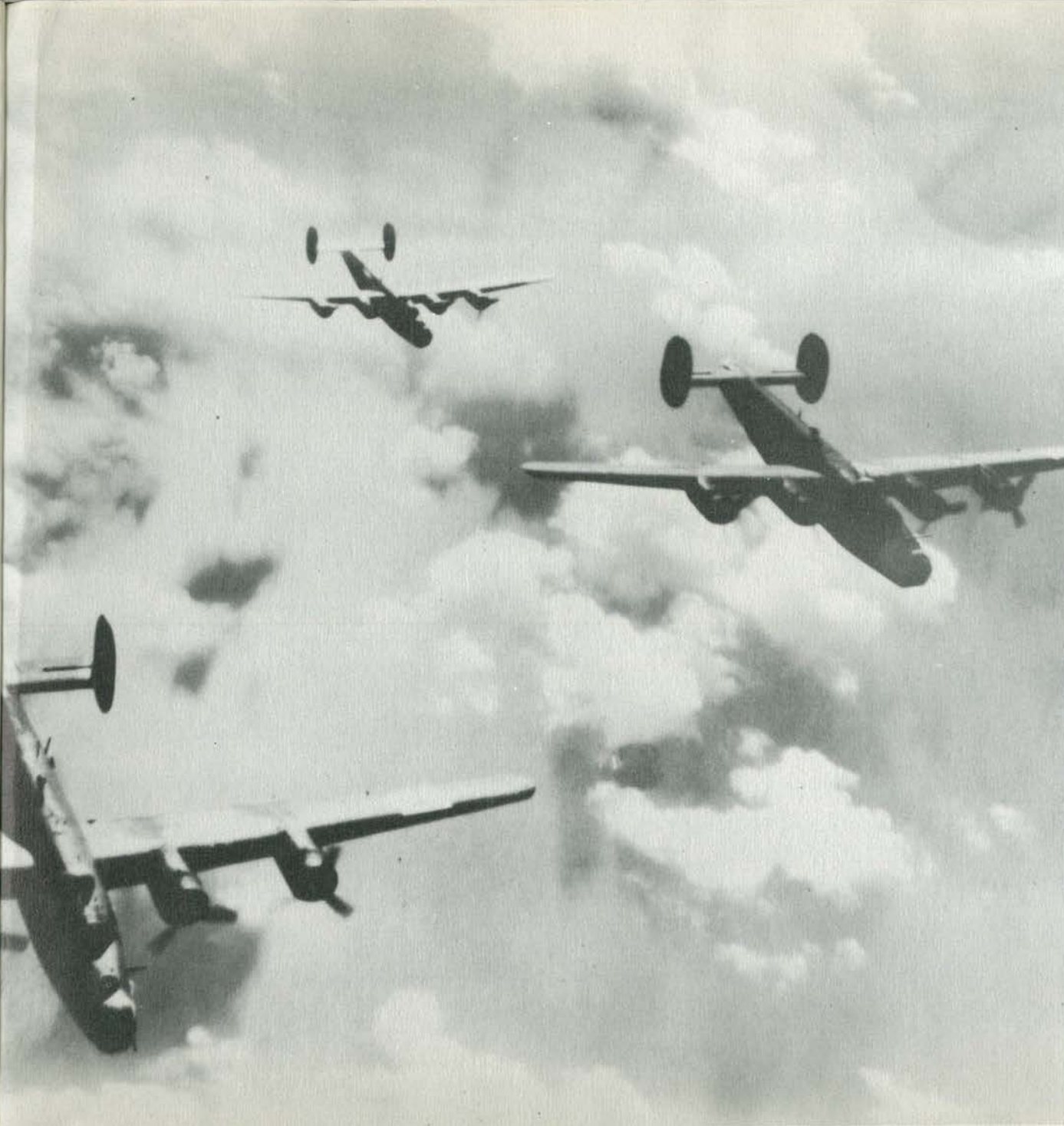
ATTACKING TARGET

Merrie Christmas
1942-43



THANKS
"little friends"



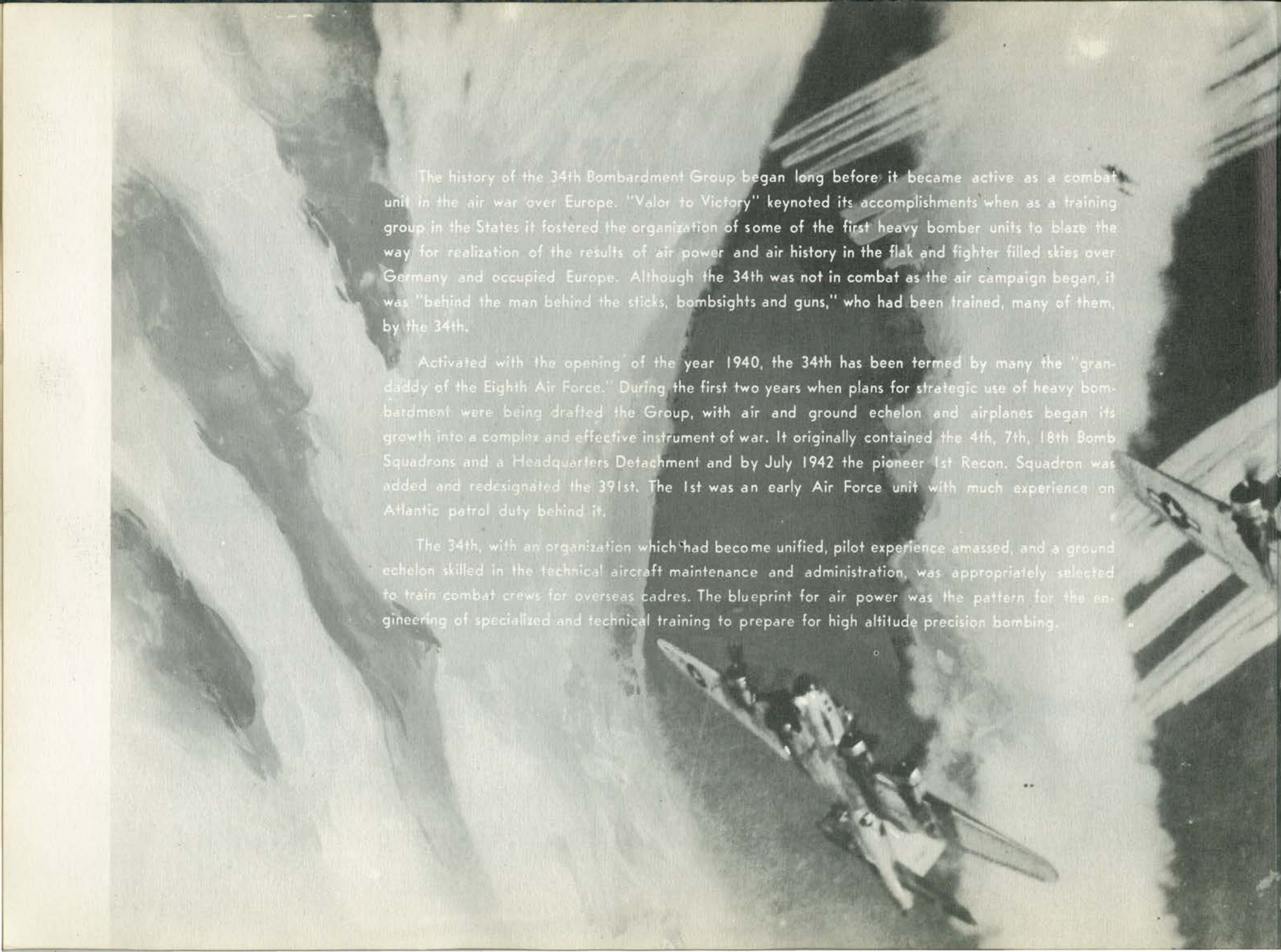


PART-2

34

th

BOMB
GROUP



The history of the 34th Bombardment Group began long before it became active as a combat unit in the air war over Europe. "Valor to Victory" keynoted its accomplishments when as a training group in the States it fostered the organization of some of the first heavy bomber units to blaze the way for realization of the results of air power and air history in the flak and fighter filled skies over Germany and occupied Europe. Although the 34th was not in combat as the air campaign began, it was "behind the man behind the sticks, bombsights and guns," who had been trained, many of them, by the 34th.

Activated with the opening of the year 1940, the 34th has been termed by many the "granddaddy of the Eighth Air Force." During the first two years when plans for strategic use of heavy bombardment were being drafted the Group, with air and ground echelon and airplanes began its growth into a complex and effective instrument of war. It originally contained the 4th, 7th, 18th Bomb Squadrons and a Headquarters Detachment and by July 1942 the pioneer 1st Recon. Squadron was added and redesignated the 391st. The 1st was an early Air Force unit with much experience on Atlantic patrol duty behind it.

The 34th, with an organization which had become unified, pilot experience amassed, and a ground echelon skilled in the technical aircraft maintenance and administration, was appropriately selected to train combat crews for overseas cadres. The blueprint for air power was the pattern for the engineering of specialized and technical training to prepare for high altitude precision bombing.

The perfection of good training as an important factor in successful aerial combat was an intensive program and was kept apace by smooth administration. A complete cadre, air and ground echelon, was released to combat theatres every 30 days in addition to replacement crews for units already overseas. In May 1943, complete cadres were discontinued and replacement only were trained with the emphasis on more proficiency and improved techniques developed from experience returned from combat. Returned combat men were assigned as instructors to aid this program.

In January 1944 the Group was activated as a combat unit and the final cadre was trained. The tradition of experience resulted in an efficient and well trained Group which came overseas a few months later that year.

The history of combat operations in the European Theatre, as seen in the following pages represents accomplishments with a minimum of aircraft and personnel loss. Although many of the targets of the first hundred missions were in area well protected by enemy fighter planes, the 34th was not attacked and received no fighter damage from the Luftwaffe. Nor did enemy flak stop its formation, for anti-aircraft losses were never more than two ships during any one mission.





OUR
COMMANDING
OFFICER & STAFF

Colonel William E. Greer



Major William J. Hershenow
Commanding Officer
4th Bombardment Squadron



Major Allen H. Brunk
Commanding Officer
7th Bombardment Squadron



Major Frank R. Crabtree
Commanding Officer
18th Bombardment Squadron



Lt. Col. Edmund F. Freeman
Commanding Officer
391st Bombardment Squadron



Top row: Major Harry M. Morgan, Major Cecil H.A. Duke, Major Roy E. Tavasti, Major Frederick R. Relyea, Capt. Joseph H. Ray, Capt. Donald D. Durham, Capt. Marvin D. Zick, Lt. Francis M. Hartman, Lower row: Major Eugene H. Taylor, Col. Wm. E. Greer, Lt. Col. Wm. H. Fandel, Major Robert S. Gay, Capt. Robert H. Ingram, Capt. Gustav Schafer.



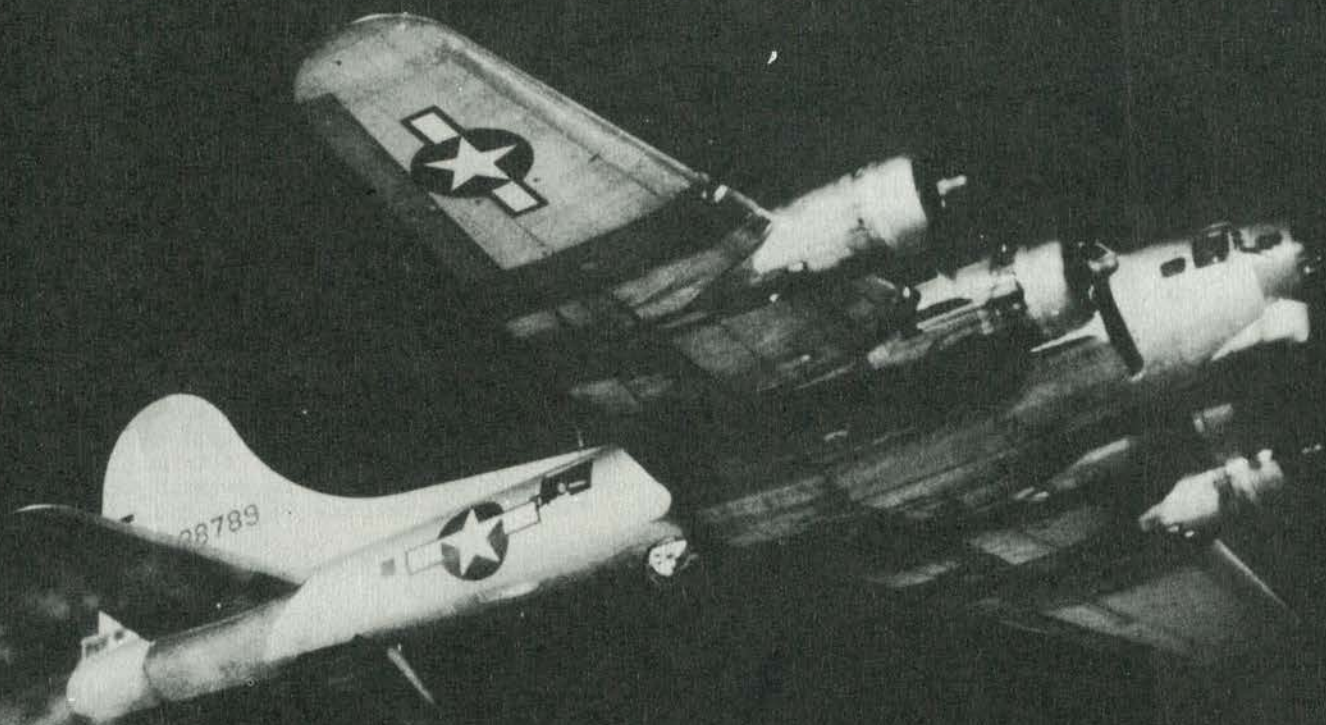
Top row: Lt. James D. Kaess, Capt. William T. Auld, Capt. Joseph R. Finfrock, Lt. George Malinick, Capt. Charles F. Metz Jr., Capt. Charles L. Cassar, Capt. Lonnie H. Crook, Capt. Richard C. Hegeman. Lower row: Capt. Thomas H. Black, Major Douglas R. Loomis, Capt. Bertram S. Herman, Capt. Raymond E. Grinrod, Capt. Frederick A. Millard, Capt. Clarence H. Eller.

VALOR TO



SILVER STAR	2
DFC	376
OAK LEAF CLUSTER TO DFC	1
SOLDIERS MEDAL	2
PURPLE HEART	56
AIR MEDAL	38
OAK LEAF CLUSTER TO AM	40
BRONZE STAR	2

VICTORY



During 19,859 operational flying hours approximately 3,574,600 air miles were flown by 30,679 airborne crew men. Of 3,366 a/c airborne for operational missions, 3,197 sortie credits were achieved. Losses in a/c for this period were 0.13% of total airborne. A total of 6,731.25 tons of bombs were delivered to "Heil Heel".

COMBAT REPORT

The co-pilot and three other crewmen had bailed out or had been blown out, and the pilot was so badly wounded he was insensible, but 20-year-old T/Sgt. Alvin J. Gibbons, the Liberator's engineer and waist gunner, flew the severely damaged bomber home, staying at the controls until the five remaining crewmen had bailed out safely over England.

Flak made a direct hit on the bomber over its target, a Nazi airfield in France. In the waist, Sgt. Gibbons and the radio operator, T/Sgt. Cecil G. Bowers, were both knocked off their feet. A huge hole was ripped in the nose wheel compartment, the hydraulic system was disabled, the navigator's dome was shot up, and all the instruments were knocked out except the altimeter. Unable to get a response from the pilot on the intercommunication system, Sgt. Gibbons grabbed an oxygen bottle and went forward.

There he found the pilot, F/O Marvin G. Hayes slumped in his seat, and the co-pilot, bombardier, navigator, and top turret gunner missing.

"The pilot's face was like white chalk," said Sgt. Gibbons. "I asked him where the other fellows were but he just shook his head. He pointed to his leg and I saw that blood was oozing through his pants."

Two holes in the co-pilot's seat and a trail of blood indicated that the co-pilot had been hit in the thigh before leaving the plane.

Finding the co-pilot's controls useless, Sgt. Gibbons had the ball turret gunner, S/Sgt. Richard I Gray, come forward to give the painfully wounded pilot first aid. They slid F/O Fayes out of his seat, and Sgt. Gibbons slipped into it. The windshield was covered with hydraulic fluid, but the sergeant managed to see by looking out of a hole in the left window. He saw oil and smoke streaming from one of the Lib's four engines, another engine also was damaged.

Sgt. Gibbons nursed the battered bomber to the French coast, where Cgt. Bowers managed to contact an airfield in England to get a directional heading.

The plane's rudders and trim tabs wouldn't work due to battle damage. But despite the difficulty of turning the plane, and the danger of the disabled controls locking if the wing was dropped too far, the engineer succeeded in getting the Lib almost on the prescribed course, and leveled off again.

The nose gunner, S/Sgt. Robert R. Rockey, had been trapped in his turret in the front of the plane when flak jammed the mechanism. Over the channel he finally worked himself free. But he was without a parachute, since his had blown away, and he couldn't get past the big flak hole in the nose compartment to come to the waist for another chute. Sgt. Gibbons called the tail gunner, S/Sgt. Ralph P. Murphy, to get the six-foot long engine crank, hang the emergency parachute on it, and pass it to the trapped nose gunner across the hole.

Upon reaching England, Sgt. Gibbons ordered three of the Gunners to jump out the rear escape hatch, and saw the nose gunner parachute out the hole in the front. Alone in the plane with the pilot, Sgt. Gibbons motioned for him to hold the controls steady while he took off his chute and went back to crank the bomb bay doors open. When the sergeant returned to the cockpit, the pilot crawled back to the bomb bay and parachuted out.

Letting go of the controls for a minute to see if the plane would fly level on automatic equipment at low altitude, the sergeant then went to the bomb bay, swung out, and dropped 2,000 feet before his chute opened. The Liberator crashed a few minutes later in a nearby field.

MISBURG OIL



No.	Date.	Target.	Results.
1	23.5.44	ETAMPES MONDESIR	... ***
2	23.5.44	POIX **
3	25.5.44	MONTIGNIES
4	27.5.44	WOIPPY
5	28.5.44	LUTZKENDORF
6	29.5.44	POLITZ
7	30.5.44	DEPHOLZ
8	31.5.44	JEMELLE
9	4.6.44	BRETIGNY
10	6.6.44	CAEN 0
11	6.6.44	LISIEUX 0
12	6.6.44	LISIEUX **
13	7.6.44	TOURS *
14	11.6.44	FLARES 0
15	12.6.44	BEAUVAIS ***
16	14.6.44	CAMBRAI, EPINOY, DENAIN *
17	17.6.44	LAVAL ***
18	20.6.44	MISBURG *****
19	21.6.44	BLANGERMONT, HAUTE COTE **
20	22.6.44	TOURNAN EN BRIE *****
21	22.6.44	COULOMMEIRS *
22	24.6.44	CHATEAUDUN *****
24	25.6.44	AVORD/ROMORAUTINY *****
23	24.6.44	BEAUMETZ les AIRE, CREPIEUL —
25	25.6.44	ESTERNAY, ETAMPES **/**
26	27.6.44	BEAUVOIR *
27	28.6.44	COULOMMIERS 0

No.	Date	TARGETS.	Results.
28	29.6.44	FALLERSLEBEN ***
29	2.7.44	HAUTE COTE, MONTE LOUIS **
30	6.7.44	FRESSEN, CREPIEL, CREPY **
31	6.7.44	LISLE/ADAM ****
32	8.7.44	ST. SYLVESTRE ****
33	9.7.44	FORET de ST. SAENS *
34	12.7.44	BOIS du GRANDE MARCHE 0
35	14.7.44	MONTDIDIER —
36	17.7.44	NEUVY SUR LOIRE ****
37	18.7.44	FRENOUVILLE ***
38	19.7.44	SAARBRUCKEN, KONZ KARTH ****
39	20.7.44	RUSSELSHEIM, DURNE ***
40	21.7.44	WALLDURN, WELBACH **
41	24.7.44	ST. LO Area. 0
42	25.7.44	ST. LO Area **
43	27.7.44	WISSANT 0
44	27.7.44	GHENT, BRUSSELS **
45	28.7.44	BRUSSELS 0
46	29.7.44	JUVINCOURT/LAON —
47	31.7.44	LAON/ATHIES —
48	1.8.44	ST. SAENS, JOANCS ST. OUEN **
49	2.8.44	ST. SAENS, ST. OUEN, ST. JEAN *
50	3.8.44	BRUSSELS **
51	4.8.44	HUSUM ***
52	5.8.44	HALBERSTADT ****
53	6.8.44	ST. SAENS, DES JONES, LA BRICO **
54	7.8.44	REMIELLY *

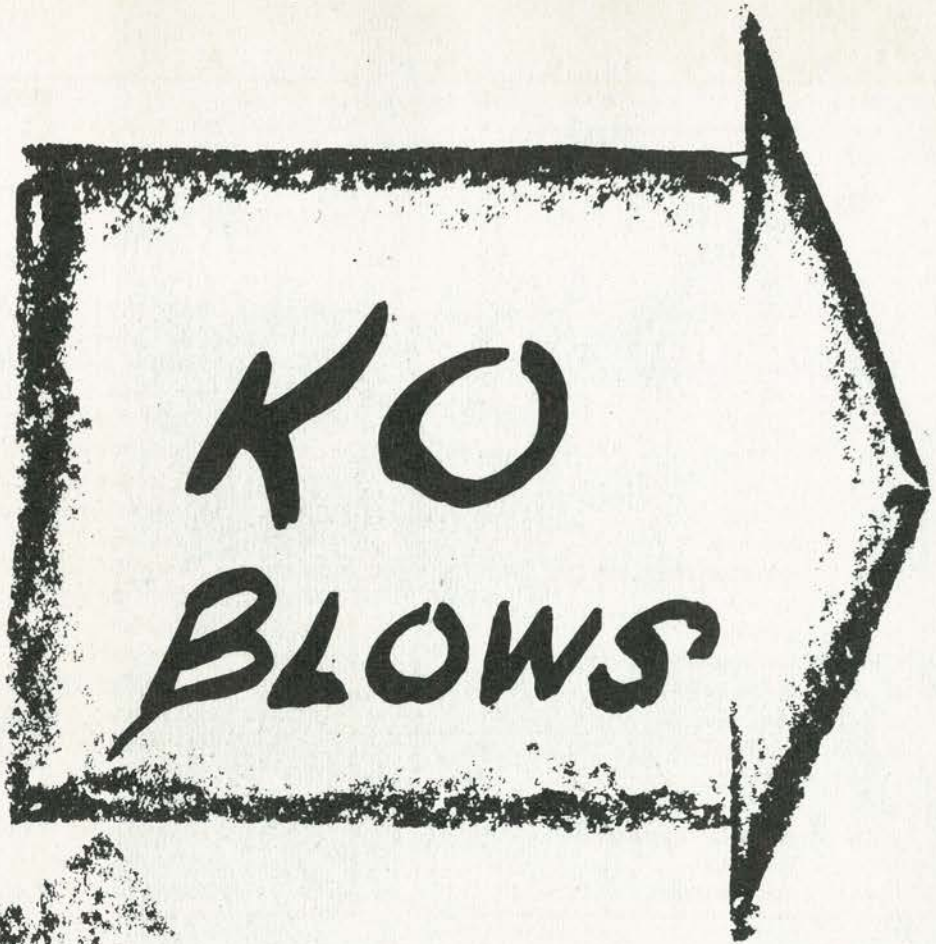
No.	Date	TARGET	Results
55	8.8.44	MONT GOURNOY *
56	10.8.44	SENS ***
57	11.8.44	TOUSSUS LE NOBLE, ORLEANS ****
58	13.8.44	ST. GENEVEVE LES GASNX ***
59	14.8.44	SAINTEs **
60	15.8.44	FLORENNES JUZAIN ****
61	16.8.44	HALBERSTADT **
62	18.8.44	ROYE AMY ***
63	24.8.44	KIEL, HEMINGSTEDT ***
64	17.9.44	ARNHEIM, DUURSTED **
65	19.9.44	WIESBADEN, OBERWESEL *
66	22.9.44	KASSEL —
67	25.9.44	LUDWIGSHAFEN —
68	26.9.44	BREMEN ***
69	27.9.44	LUDWIGSHAFEN —
70	28.9.44	MERSEBURG —
71	2.10.44	KASSEL, WEISBADEN *
72	2.10.44	ILLESHEIM, NURNBURG —
73	5.10.44	MUNSTER ***
74	6.10.44	BERLIN/SPANDAU ***
75	7.10.44	MERSEBURG —
76	9.10.44	MAINZ —
77	14.10.44	KOLN —
78	15.10.44	KOLN *
79	17.10.44	KOLN —
80	19.10.44	MANNHEIM —
81	22.10.44	MUNSTER —

One Hundred

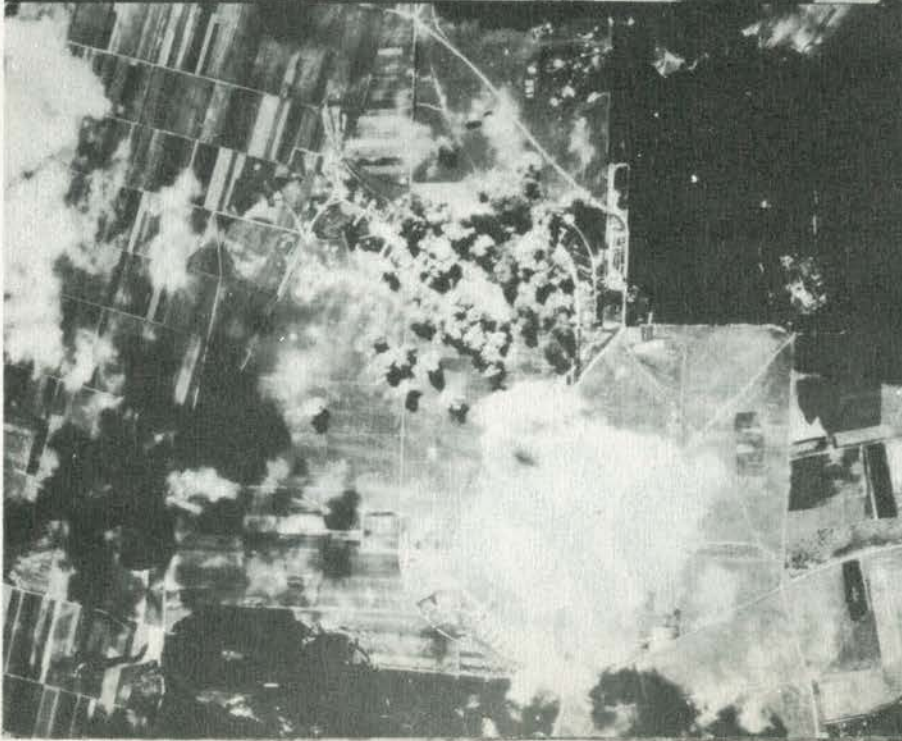
No.	Date	TARGET	Results
82	25.10.44	HAMBURG	—
83	26.10.44	HANNOVER	—
84	28.10.44	HAMM	—
85	30.10.44	MERSEBURG	0
86	4.11.44	HAMBURG	—
87	5.11.44	LUDWIGSHAFEN	***
88	6.11.44	NEUMUNSTER	—
89	9.11.44	THIONVILLE	•
90	16.11.44	DUREN	***
91	21.11.44	OSNABRUCK	—
92	25.11.44	MERSEBURG	—
93	26.11.44	HAMM	—
94	29.11.44	HAMM	**
95	30.11.44	MERSEBURG	•
96	4.12.44	FULDA, FRIEDBURG, BIELEFELD	—
97	5.12.44	BERLIN	—
98	6.12.44	MERSEBERG	—
99	11.12.44	GIESSEN	—
100	12.12.44	DARMSTADT	•

LEGEND

***** EXCELLENT
 **** VERY GOOD • POOR
 *** GOOD — UNOBSERVED
 ** FAIR 0 NIL



d MISSIONS



FROM HDRF
TO PZW TWX

ATTN: ALL PERSONNEL

BOMBING RESULTS MISSION OF 25-6-44 - AVORD

AN EXCELLENT TIGHT OBLONG BOMB PATTERN DIRECT
ON ASSIGNED POINT OF IMPACT AND COVERING CENTER
OF AIRFIELD. RESULTS EXCELLENT

-----XXXXXXXX-----

FROM HDRF
TO PZW TWX

ATTN: ALL PERSONNEL

BOMBING RESULTS MISSION OF 5-8-44 HALBERSTADT

SEVERAL DAMAGE TO FIVE HANGARS, TWO MEDIUM WORK-
SHOPS AND FIVE BARRACKS BUILDINGS WAS REVEALED
BY PHOTO RECONNAISSANCE. THERE WERE ALSO SCATT-
ERED HITS THROUGHOUT THE LANDING GROUND AND
SEVERAL UNIDENTIFIED BUILDINGS WERE PARTIALLY
DESTROYED OR DAMAGED. RESULTS: VERY GOOD

-----XXXXXXXX-----

FROM HDRF
TO PZW TWX

ATTN: ALL PERSONNEL

BOMBING RESULTS MISSION OF 10-6-44 - SENS

OIL DEPOT OVERHUNG BY SHORT PATTERN. EXPLOSIONS
AND FIRES INDICATE THAT TANKS WERE DEMOLISHED.
DOUBLE TRACK RAILROAD EAST OF TARGET WAS CUT BY
10-12 HITS AND FACTORY BUILDING DAMAGED BY DIRECT
HITS. RESULTS: GOOD

-----XXXXXXXX-----

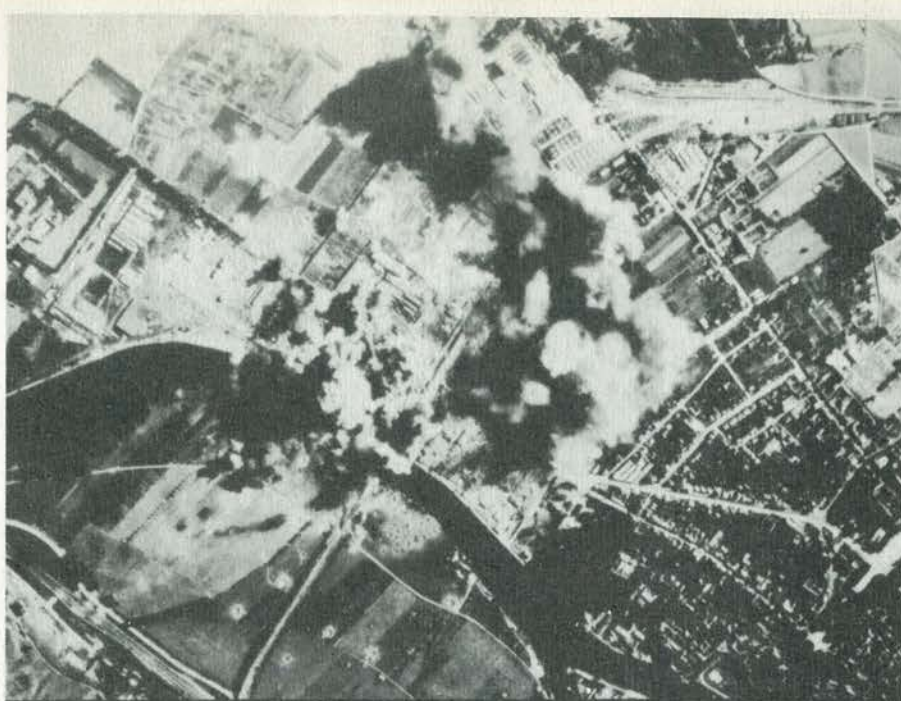
FROM HDRF
TO PZW TWX

ATTN: ALL PERSONNEL

BOMBING RESULTS MISSION OF 10-6-44 - GRAND DU
GRANDE MARCHE

APPROXIMATELY TWELVE HITS ARE SEEN IN TARGET AREA
WITH POSSIBLY FIVE BURSTS ON OR NEAR AIRCRAFT TARM
AND SUPPLY BUILDING OF THIS FLYING BOMB LAUNCHING IN-
STALLATION. RESULTS: VERY GOOD

-----XXXXXXXX-----



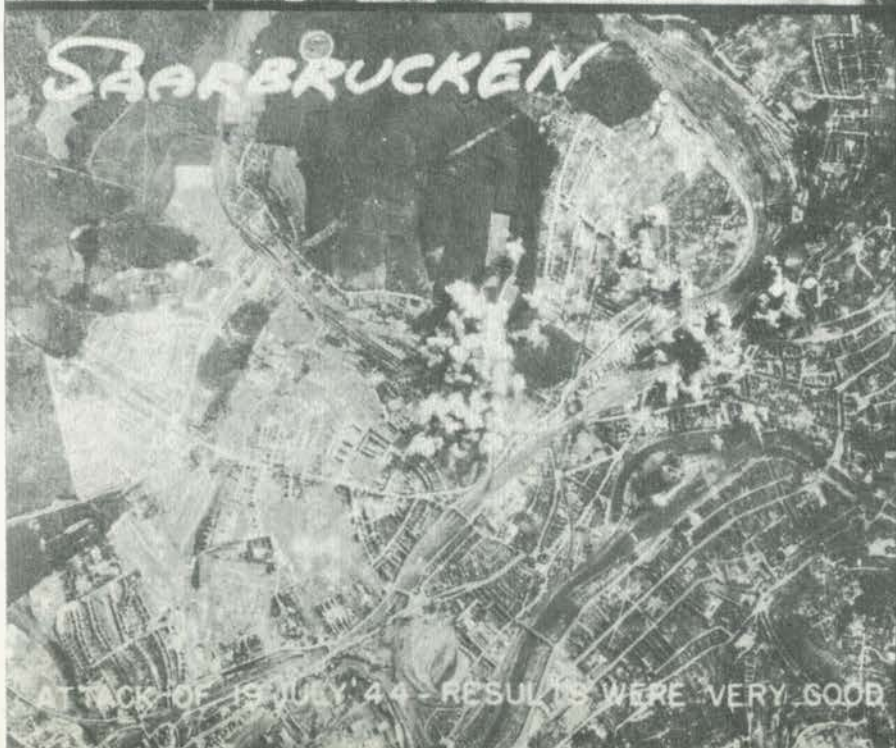




ATTACK OF 6 OCT 44 - RESULTS WERE GOOD



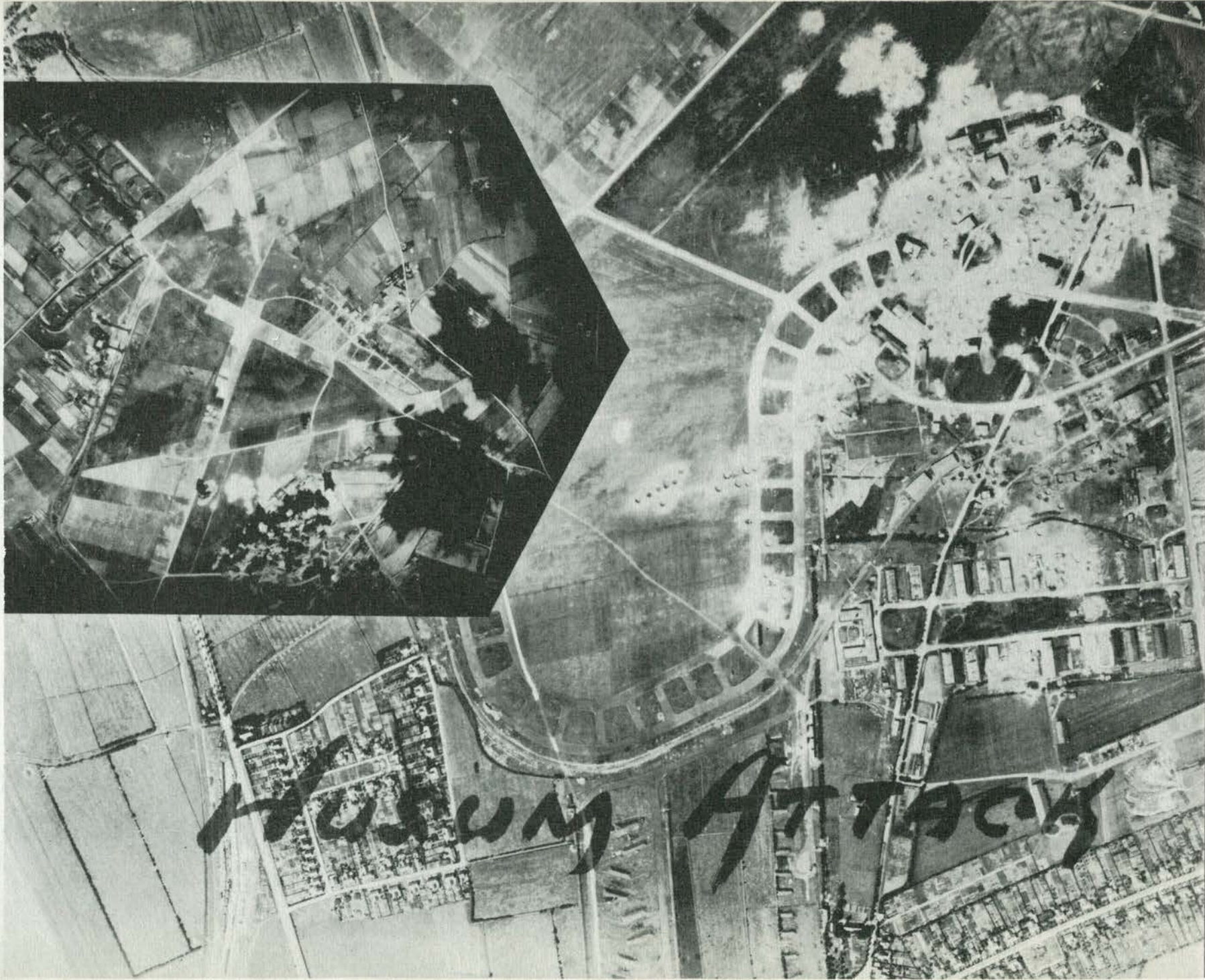
ATTACK OF 20 JULY 44 - RESULTS WERE GOOD



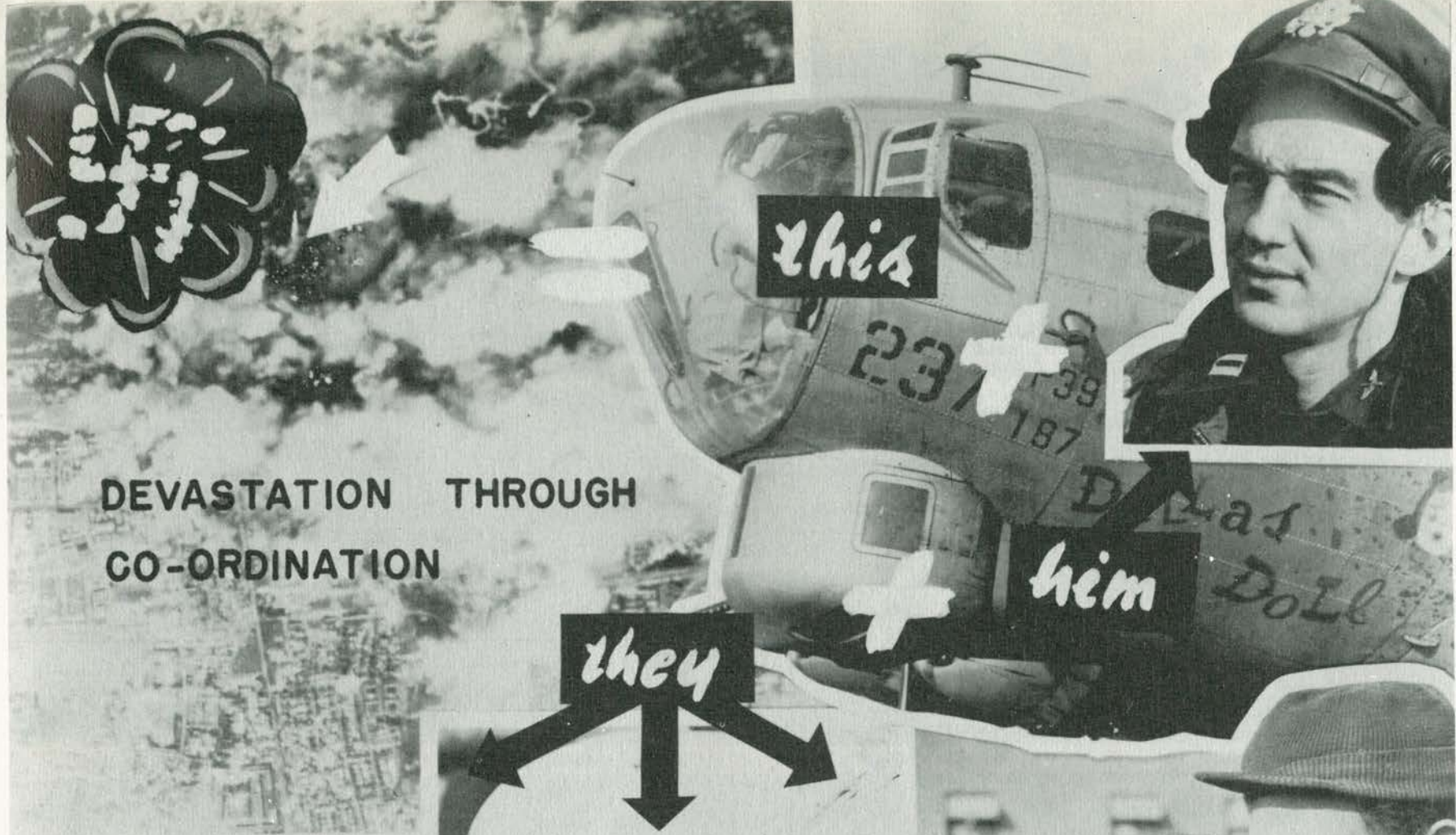
ATTACK OF 19 JULY 44 - RESULTS WERE VERY GOOD



ATTACK OF 19 JULY 44 - RESULTS WERE VERY GOOD



MUSEUM ATTACH




DEVASTATION THROUGH
CO-ORDINATION


they




BEHIND THE MEN WHO FLY




Armament Worker




Welder




Engine Mechanic




Ordnance Repairman




Electrician



Sheet Metal Worker




Bombsight Specialist




Telephone Repairman



Cook



Auto-Pilot Technician



Parachute Rigger



Clerk



Inventor Mechanic



Telephone Operator



Propeller Specialist



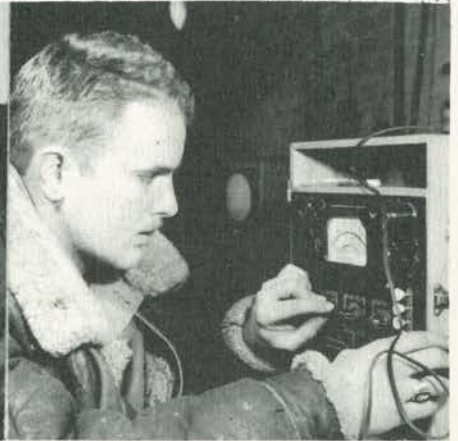
Armorer



Ordnance Worker



Teletype Operator



Radar Technician



Weather Man



Flying Dispatcher



Drill Press Operator



Landing Controller





PART 3

**4
9
0**
th

**BOMB
GROUP**

... Our C. O. and His

ON THE FOLLOWING PAGES, IS A BRIEF GLIMPSE OF SOME OF THE ACTIVITIES OF THE 490 TH. BOMB GROUP SINCE IT'S ARRIVAL IN ENGLAND LAST APRIL.

IT IS WITH CONSIDERABLE PRIDE THAT WE SHOW SOME OF OUR BETTER MISSIONS, OUR GROUND ACTIVITIES AND SOME OF OUR PERSONNEL. DUE TO THE WHOLE HEARTED COOPERATION OF BOTH THE GROUND AND AIR ECHELONS OUR BASE HAS GROWN INTO A WELL FUNCTIONING AND EFFICIENT GROUP.

WE LOOK FORWARD TO DOING OUR PART WITH 8TH AIR FORCE TO BRING ABOUT A SPEEDY COLLAPSE OF THE ENEMY.

J. P. Boettner

Staff

Col. F. P. Bostrom



FRONT ROW

Maj. Adams, Maj. Cochran, Maj. Lightner, Col. Bostrom, Col. Wegner, Maj. Allan, Maj. Gell and Maj. Halloran

BACK ROW

Maj. Davenport, Maj. Odell, Maj. Sladek, Maj. Shaefer, Maj. Grubb, Capt. Reynard, Capt. Snyder, Maj. May and Maj. Fenn

Our



LEGEND
 ***** EXCELLENT
 **** VERY GOOD
 *** GOOD
 ** FAIR
 * POOR
 — UNOBSERVED

No.	Date.	Target.	Results.
1	31.5.44	JEMELLE	—
2	4.6.44	BRETIGNY	***
3	6.6.44	CAEN	—
4	7.6.44	LISEAUX	—
5	7.6.44	NANTES-TOURS	***
6	8.6.44	NANTES	***
7	11.6.44	FLERS	—
8	12.6.44	BEAUVAIS TILLE	*****
9	14.6.44	LAON & CASTREA	**
10	15.6.44	TOUSSUS LE NOBLE	—
11	20.6.44	MISBURG	*****
12	20.6.44	BEAUMETZ LES AIRE	—
13	22.6.44	BRIE COMTE ROBERT	—
14	24.6.44	ORLEANS BRICY	***
15	24.6.44	RUISSEAUVILLE	***
16	25.6.44	AVORD BOURGES	***
17	27.6.44	BEAUVOIR	*
18	4.7.44	BEAUMONT SUR OISE	***
19	6.7.44	FIEFS & FLEURY	***
20	8.7.44	NR. ABBEVILLE	***
21	9.7.44	BOIS DE QUEUE	—
22	12.7.44	VAL DES JONGS	—
23	17.7.44	SULLY SUR LOIRE	*****
24	18.7.44	AREA "Q" FRENOVILLE	***
25	19.7.44	SAARBRUCKEN	—

100 Missions

No.	Date	TARGETS.	Results.	No.	Date	TARGET	Results	No.	Date	TARGET	Results
26	20.7.44	RUSSELSHEIM	***	51	13.9.44	LUDWIGSHAVEN	***	76	6.11.44	NEUMUNSTER	***
27	21.7.44	DUREN	***	52	17.9.44	ARNHEIM	—	77	9.11.44	SAARBRUCKEN	—
28	24.7.44	LE MESNIL EURY	—	53	19.9.44	WETZLAR	****	78	16.11.44	DUREN	—
29	25.7.44	LE MESNIL EURY	—	54	21.9.44	LUDWIGSHAFEN	—	79	21.11.44	LINGEN & OSNABRUCK	—
30	27.7.44	GRAVELINES	*	55	22.9.44	KASSEL	—	80	25.11.44	MERSEBURG	*
31	27.7.44	VILVORDE	—	56	25.9.44	STRASBOURG	—	81	26.11.44	HAMM	***
32	28.7.44	VILVORDE	—	57	27.9.44	LUDWIGSHAVEN	—	82	28.11.44	HAMM	***
33	29.7.44	LAON/COUVRON	—	58	28.9.44	MERSEBURG	—	83	30.11.44	MERSEBURG	—
34	31.7.44	LAON/ATHIES & CREIL	***	59	30.9.44	BIELEFELD	—	84	4.12.44	FRIEDBERG	**
35	1.8.44	BASSE FORET DEU	—	60	2.10.44	KASSEL	—	85	5.12.44	BERLIN	—
36	2.8.44	HOUPEVILLE...	*	61	5.10.44	MUNSTER	**	86	6.12.44	LUTZKENDORF	—
37	3.8.44	VILVORDE	***	62	6.10.44	BERLIN/SPANDAU	****	87	11.12.44	GIESSEN	—
38	4.8.44	HEMMINGSTEDT	****	63	7.10.44	MERSEBURG	—	88	12.12.44	DARMSTADT	***
39	5.8.44	HALBERSTEDT	*	64	9.10.44	GUSTAVSBURG	—	89	15.12.44	HANNOVER	—
40	6.8.44	MONTGOURNAY	—	65	14.10.44	COLOGNE	—	90	16.12.44	STUTTGART	*****
41	27.8.44	GENSHAGEN	—	66	15.10.44	COLOGNE	—	91	22.12.44	HANNOVER	—
42	30.8.44	BREMEN	—	67	17.10.44	COLOGNE	*	92	24.12.44	FRANKFURT	—
43	1.9.44	GUSTAVSBURG	—	68	18.10.44	KASSEL	—	93	25.12.44	AHRWEILLER	*
44	3.9.44	BREST...	*****	69	22.10.44	MUNSTER	—	94	26.12.44	NEUWIED	—
45	5.9.44	BREST	***	70	25.10.44	HAMBURG	*	95	30.12.44	BEBRA & KASSEL	—
46	8.9.44	MAINZ	—	71	26.10.44	HANNOVER	*	96	31.12.44	MISBURG	****
47	9.9.44	MONHEIM	*	72	28.10.44	HAMM	—	97	2.1.45	BAD KREUZNACH	****
48	10.9.44	FURTH	—	73	30.10.44	MERSEBURG	—	98	3.1.45	ASCHAFFENBURG	—
49	11.9.44	BRUX	—	74	4.11.44	HAMBURG	—	99	7.1.45	BIELEFELD	—
50	12.9.44	MAGDEBURG	*****	75	5.11.44	LUDWIGSHAVEN	***	100	10.1.45	COLOGNE	—



AWARDS

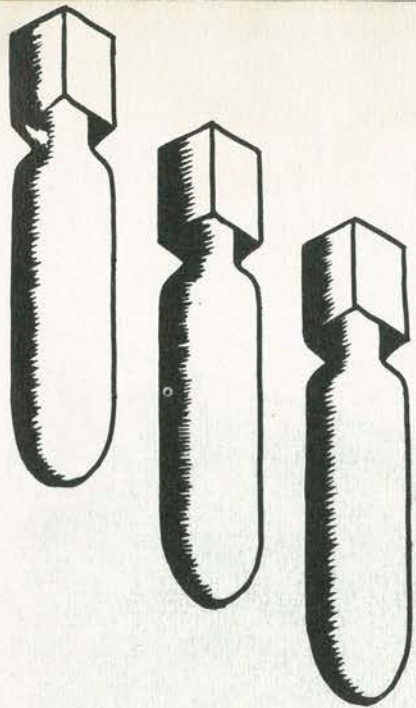
Decorations

SILVER STAR.....	1
BRONZE STAR.....	10
SOLDIERS MEDAL.....	4
PURPLE HEART.....	54
AIR MEDAL.....	4,054
DIST. FLYING CROSS.....	264
	<hr/>
TOTAL	4,387

COMMENDATIONS

STUTTGART.....16 DEC 44
SULLY^{SUR} LOIRE.....17 JULY 44

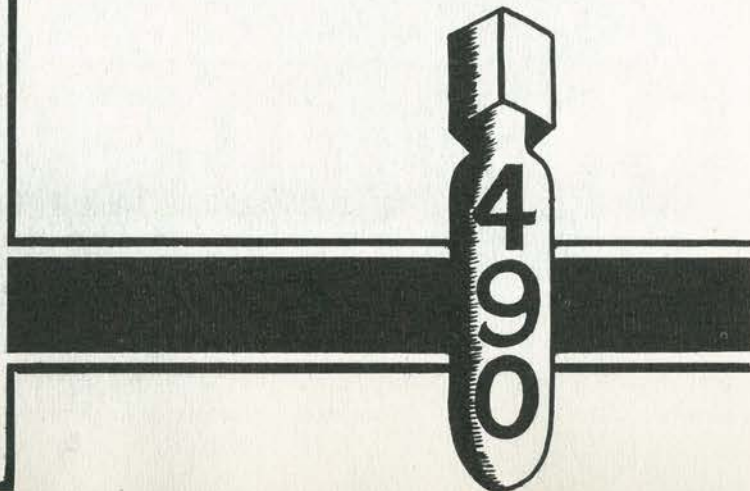
MISBURG.....20 JUNE 44
BERLIN.....6 OCT 44

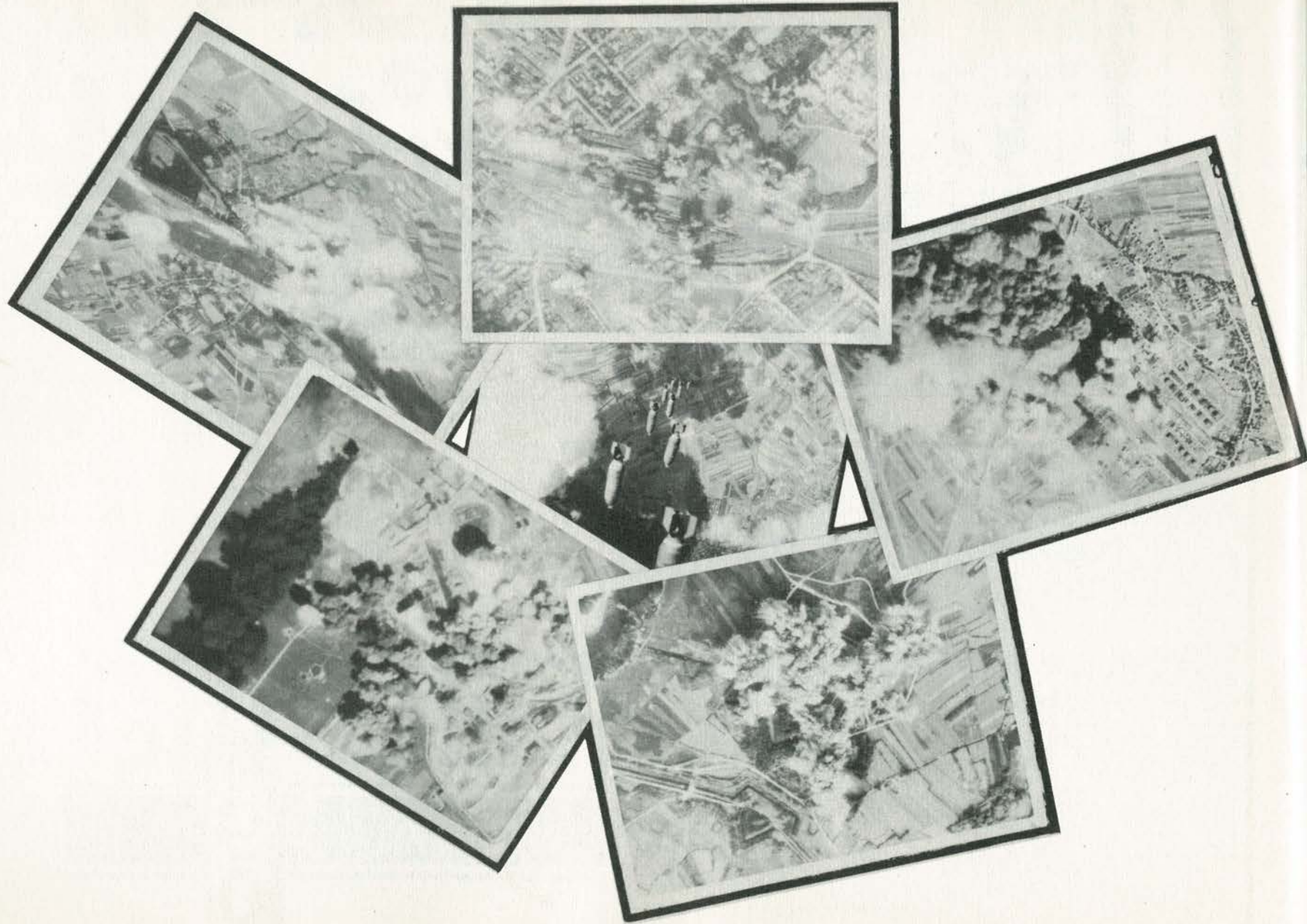


COMBAT *Statistics*

BOMB TONNAGE CARRIED - 7211.5
BOMB TONNAGE DROPPED - 6789.5
% DROPPED - 94.02

A/C AIRBORNE ----- 3128
A/C ATTACKING ----- 2600
% ATTACKING ----- 83.12





...some high spots



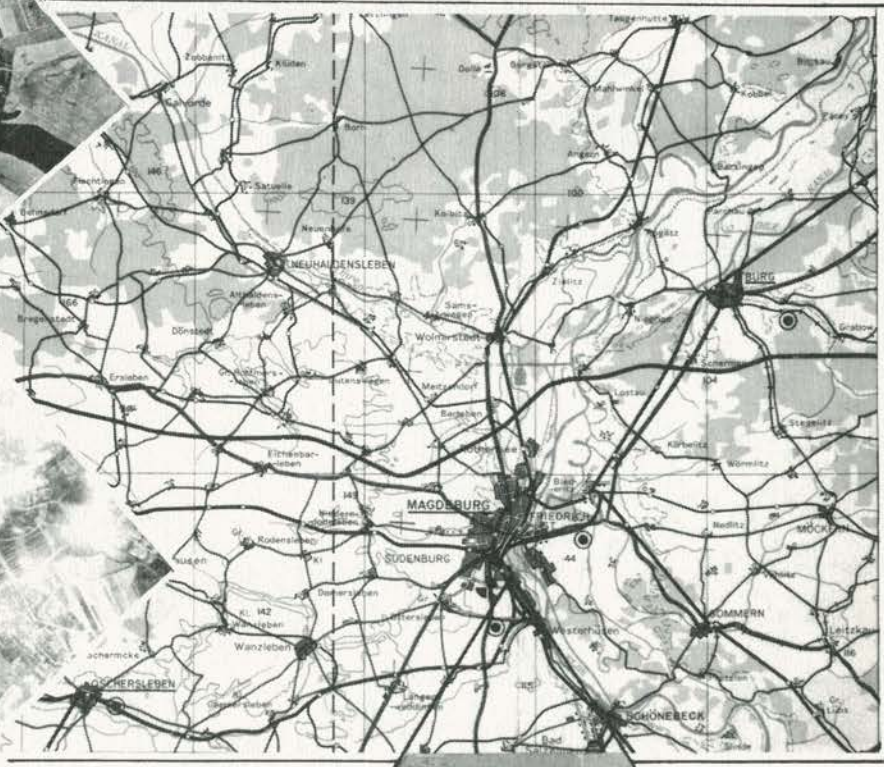
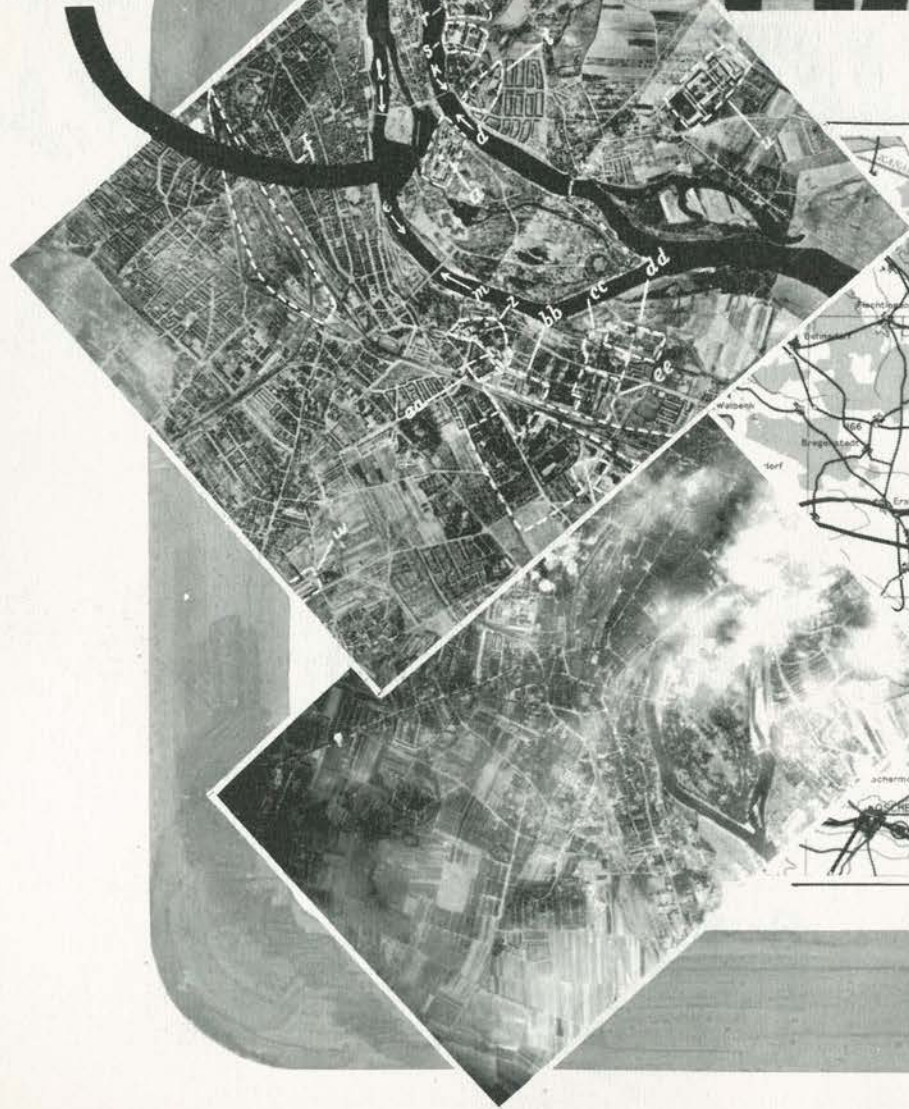
FROM OUR

100
MISSIONS

MAGDEBURG

ORDNANCE DEPOT - GERMANY

TARGET

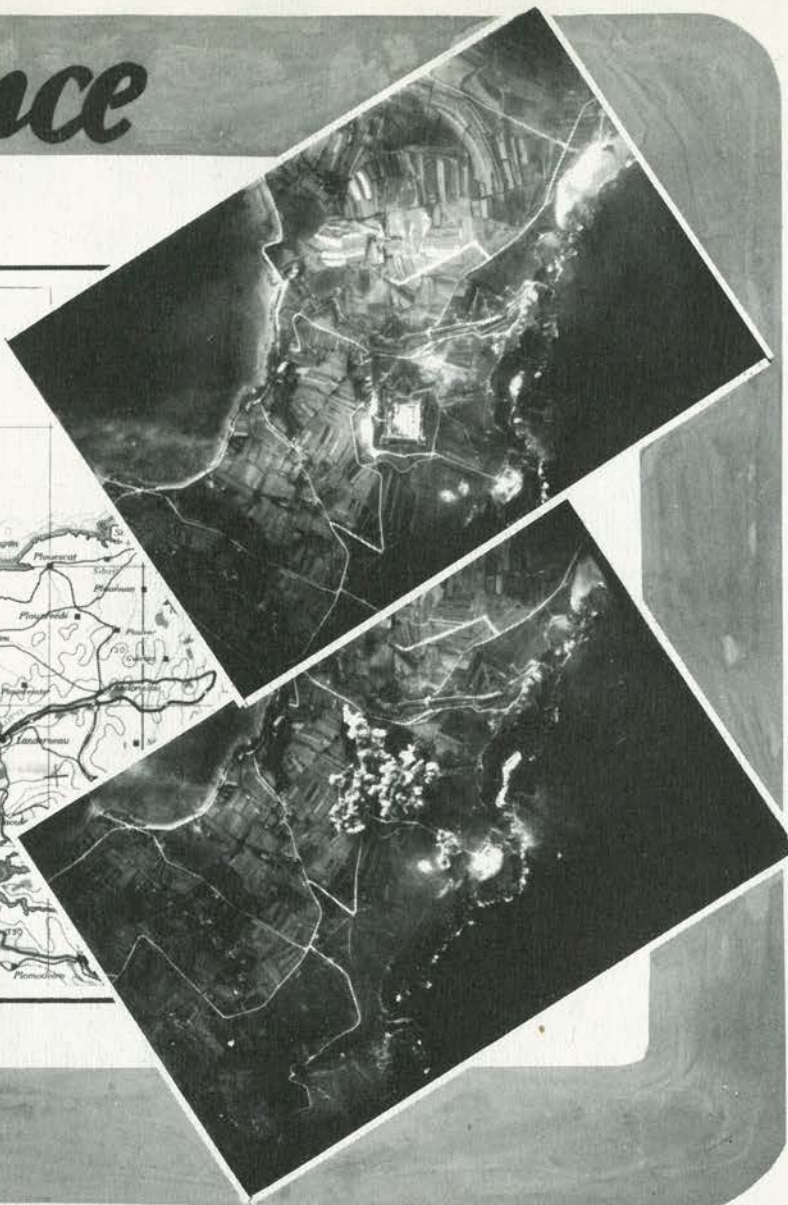
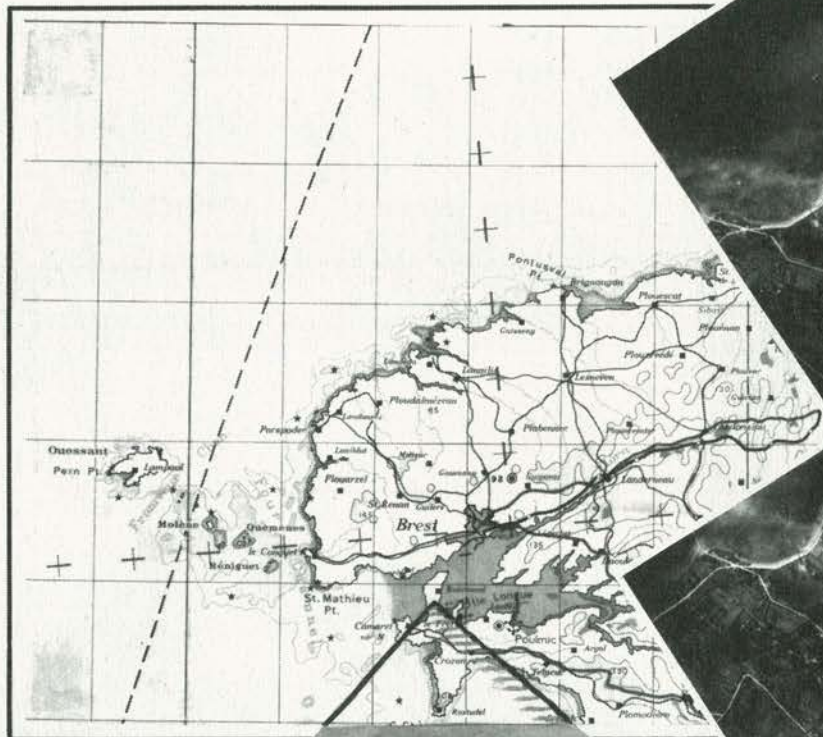


MISSION #50
12 SEPT. 1944
RESULTS:



BREST *France*

HARBOR FORTIFICATIONS



MISSION #44

3 AUGUST 1944

RESULTS: ★★★★★

MISBURG

OIL REFINERIES...

MISSION #11

20 JUNE 1944

RESULTS: ★★★★★



"Big B"

BERLIN

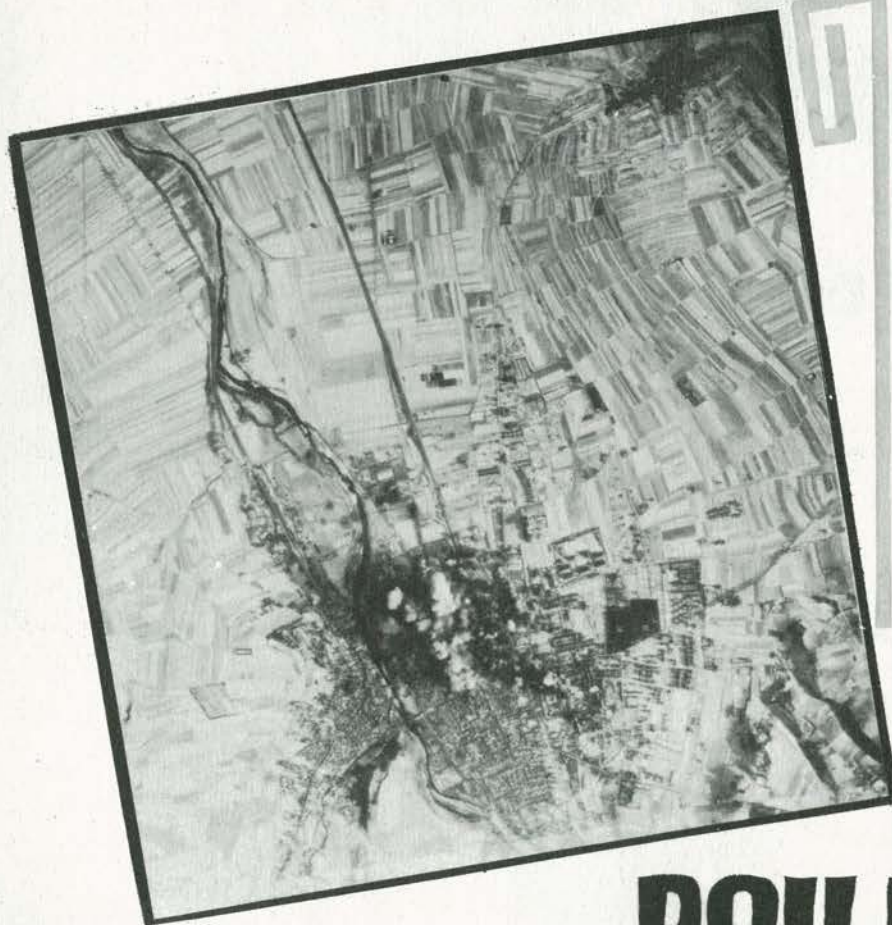
ORDNANCE
DEPOT

MISSION #62
6 OCTOBER 1944

RESULTS: ★★☆☆



Bad Kreuznach • Stuttgart



MISSION #97
2 JANUARY 1945
RESULTS: ★★★★★

RAILROAD YARDS



MISSION #90
16 DECEMBER 1944
RESULTS: ★★★★★
(One Squadron)

It happened ...

HEADQUARTERS

CB-10-20



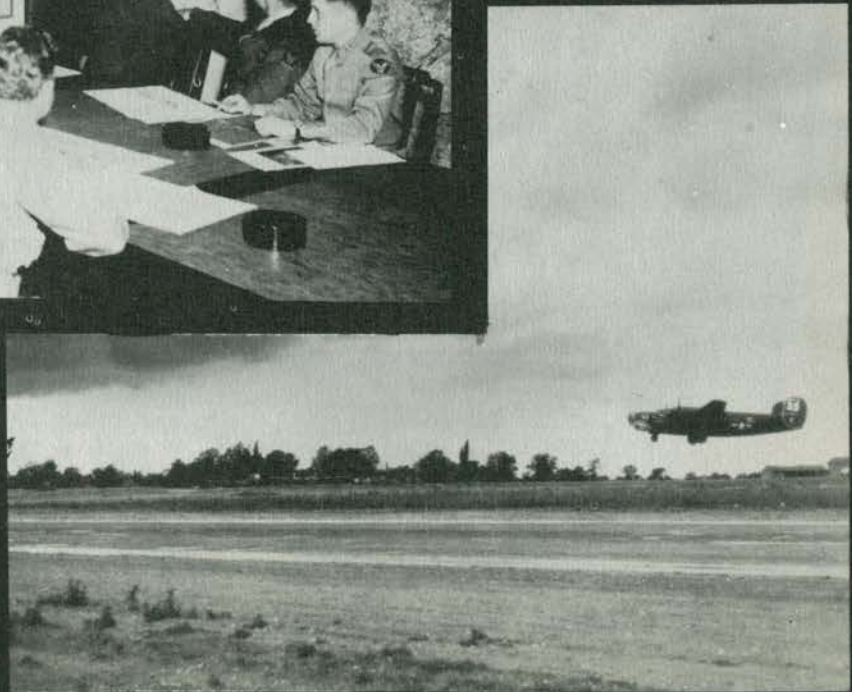
ON OUR
BASE

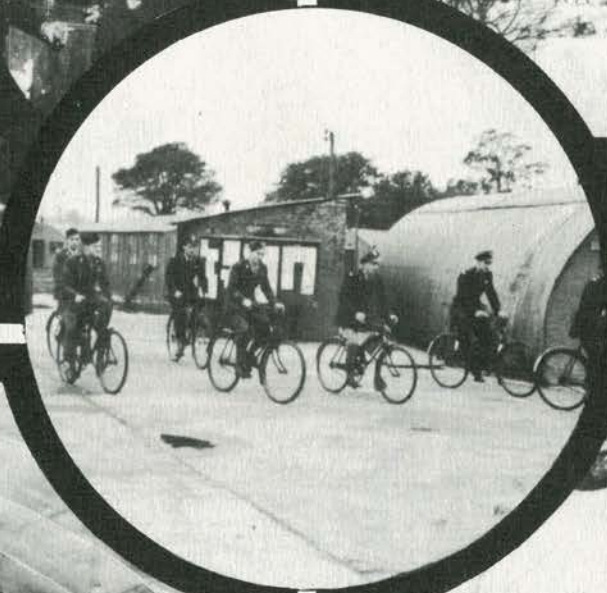


“D” DAY



Col. Watnee
AND
STAFF
PLAN OUR PART
IN THE
Invasion of France



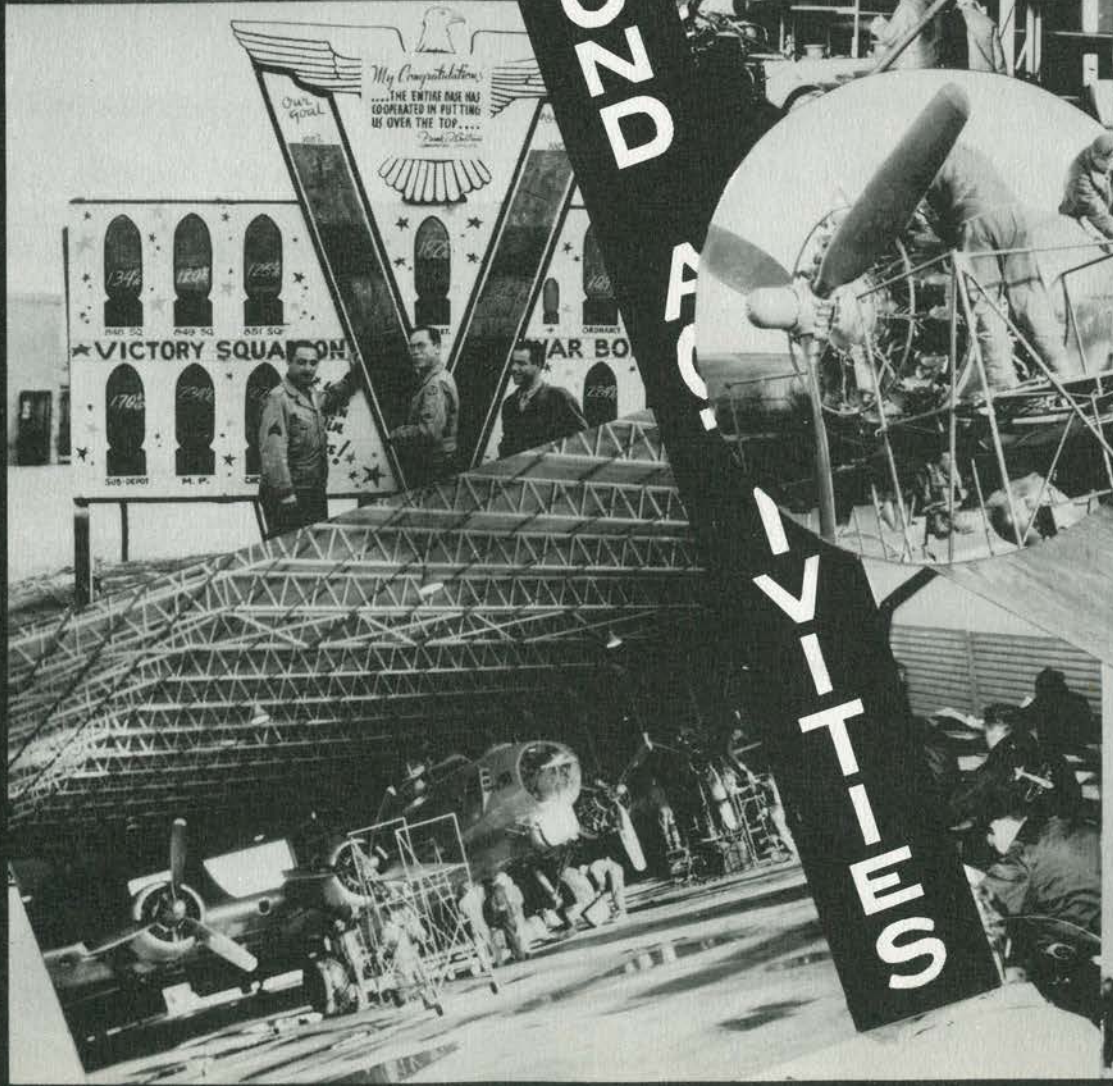


**WINTER-SUMMER
INDOORS OR OUT**



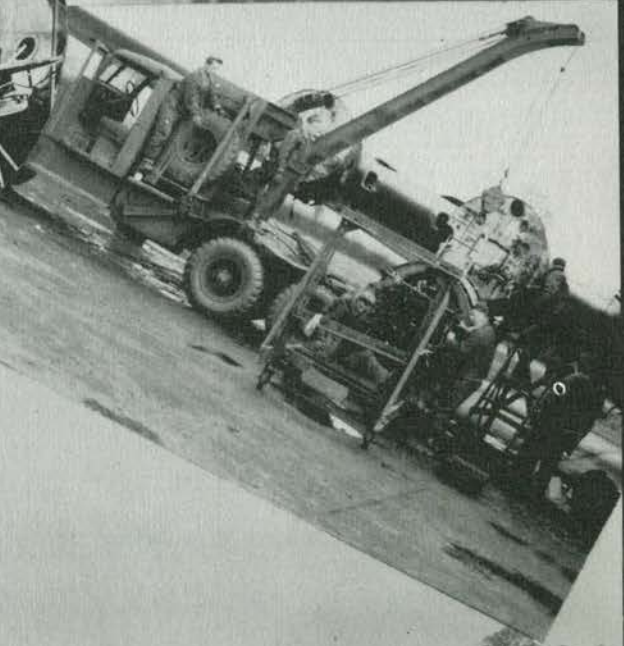


**GRONZ
DZCORG**



**A
C**

**W
T
ES**



FIGHTERS

Fire & Foe



Piccadilly
Playhouse



← THE
"Pub"



glee
CLUB



AWARDS

CHRISTMAS PARTY



AT INTERROGATIONS



"OPEN HOUSE"





"Only nine crazy Yanks would do a thing like that," was the verdict of an Eighth Air Force Lieutenant Colonel when he heard of the exploit of the crew of the B-17 Flying Fortress "The Lucky Strike."

The thing they did was to fly their bomber with one engine gone all alone over the heavily defended city of Koblenz, Germany, laying down a string of bursting bombs 1600 feet long right through the middle of the railway marshalling yards of that important rail center.

"What happened," said Lt. Taylor, "was that we had an engine go out and couldn't keep up with the

formation that was going for an oil refinery deeper in Germany. It looked as though we would have to let go our bombs to keep altitude and flying speed, but I asked the bombardier if he could drop them on a target of opportunity instead of just anywhere:

"I asked the crew what they thought and they all said 'Hell yes' so the bombardier picked out Koblenz. Every flak gun in the place started shooting at us and just after bombs away we were hit. We started throwing the fort around trying to dodge the flak but the first hit had cut our elevator and rudder control cables. We got other hits in the nose and the generator panel was wrecked and the oxygen system on the left side, that's the radio operator's, the waist gunner's and tail gunner's was knocked out.

"We finally got out of the flak and the engineer fixed the control cables with the electric cord to his heated suit. Two P-51 Mustangs came along then and gave us escort until they ran low on gas and had to leave. A little while after they left we saw a german jet fighter climbing and diving at around 700 miles per hour.

"We ducked into some clouds to hide and found ourselves in a snow storm that froze up the instruments because the heating unit had been hit by flak. When we came out we were lost but the radio operator got in touch with England and got directions back to our base."



On the 31st of July, 1944 the 490th Bomb Group flew its 33rd mission, an attack on an airfield in France. Among the planes dispatched was the "Sky Pirate" piloted by Lieutenant William Whitlow from Browns-wille, Pa.

It is fairly certain that at briefing that morning Lt. Whitlow did not dream that he was to win the Distinguished Flying Cross for his work that day in refusing to abandon his flak-crippled Liberator though it was all alone in the sky above Hitlerland with one engine ablaze, fire inside the plane and the rudder controls shot away.

Trouble for the B-24 started over the target where Luftwaffe fighters were based to be used against allied ground troops. "We had just finished our bombing run," the pilot reported, "When we ran into heavy flak. Holes started appearing, as if by magic, all over the plane. One burst hit our right outside engine, starting a fire, while still another burst hit the oxygen bottles causing another fire inside the plane. I had been in some bad situations before, but this time we were in one helluva fix."

The Sky Pirate had lost speed and altitude and dropped far behind the rest of the formation. Though the situation looked bad, Lt. Whitlow would not give the order to bail out while hope remained and he and the co-pilot worked desperately and managed to extinguish the fire in the engine and feather the propellor. Meanwhile, the other crewmen stamped out the flames in the fuselage.

With no protection from other bombers or from escort fighters in case of an unexpected fighter attack by enemy planes, the pilot and co-pilot nursed the battered Lib back towards England. Overcast was so great that there was almost no visibility, but Lt. Latas charted a course, and the plane came over its base—to find it covered over by a ground haze. The pilot made six attempts to land, and even though there were over 200 flak holes and no rudder controls, he made a smooth landing on the seventh try without any injuries to the crew or any further damage to the plane.



Returning from the group's 32nd mission, an attack on an airfield at Vilvorde, France, Lt. Harry Cox, Jr., pilot, of Pine Orchard, Conn. and Lt. Michael H. Fisch, co-pilot, of Fairmont, Minn. brought their damaged B-24 Liberator home safely after a mid-air collision with another aircraft.

"We had finished our bombing run and were returning home," said Lt. Cox, "When another B-24 with one propellor feathered, that was flying to the rear and above us, momentarily lost control and dived into our Lib, shearing off the left vertical stabilizer. Our aircraft immediately went into a dive, the controls locked, and a terrific buffet was set up in the tail. I ordered the crew to prepare to 'bail out' and sent Lt. Fisch aft to supervise the order. After Fisch left," continued Cox, "I kept trying to pull the plane out. By this time we had dropped some 1500 feet and the ground was coming up fast. Just as the crew was ready to jump, the controls freed and I managed to regain control."

With extreme difficulty, the two men managed to fly the B-24 to their home base, where on arriving it was necessary to circle the field for approximately two hours before bringing the Lib in for a perfect landing.

Other members of the crew were: Lt. Ralph A. Thompson, bombardier of Clymer, N. Y.; S/Sgt. Raymond M. Boaz, waist gunner, of Chattanooga, Tennessee; S/Sgt. Eugene Rouzar, waist gunner, of Mexico City, Mexico; Sgt. Marion L. Holder, nose gunner, of Sheboygan, Wisconsin; and S/Sgt. Garland B. Staples, tail gunner, of Baltimore Maryland.



Unaware that German flak had started a gasoline fire in the left wing of his B-17 Flying Fortress, 2nd Lt. Ray E. Hann, Jr., 490th Bomb Group pilot from Baltimore, returned from a bombing attack on Nazi tank factories in Kassel, Germany, flying more than 600 miles before the hidden flames burst into the open.

"None of my crew knew we had been hit until we were one mile from the field," the pilot said. "Then the co-pilot (Lt. McEwen) saw the wing was glowing red from heat and said smoke was streaming out of it. I called the field and told them we were coming in. The fire department had three trucks out to meet us and

chopped holes in the wing with axes. Then they poured fire extinguisher in on the gasoline." Flak must have hit us right over the target, for there were holes all over the under side of the wing."

For his "extraordinary achievement" Lt. Hamm was awarded the Distinguished Flying Cross. The other members of the crew who were flying their second combat mission were: 1st Lt. Emanuel J. Johnson, Jr., navigator, of Ferdanina, Fla.; 1st Lt. Douglas M. Cooper, bombardier, from Los Angeles; T/S Michael C. Quagliano, radio operator, of Kewanee, Illinois; S/S Milas Simecek, tail gunner, from Milan, Michigan; T/S Francis N. Christmas, engineer, of Fairport, N. Y.; S/S James J. Morrison, waist gunner, of Lowell, Mass. and S/S Arthur C. Dersham, ball gunner, from Ann Arbor, Michigan.





493rd



PART 4

4
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BOMB
GROUP

The CO and Staff



FRONT ROW

Maj. L. R. Hoffman
Lt. Col. L. P. Dwyer
Maj. V. G. Aubrey
Maj. G. J. Nied

Air Inspector
Group Operations
860th Sq. Operations
Actg 861st Sq. Comdr.

BACK ROW

Capt. N. R. Cook
Capt. F. G. Seelmann
Capt. T. B. Whitlock
Maj. J. A. Simmons

Asst. 860th Sq. Opns.
Asst. 862nd Sq. Opns.
861st Sq. Operations
Gp. Gunnery Officer

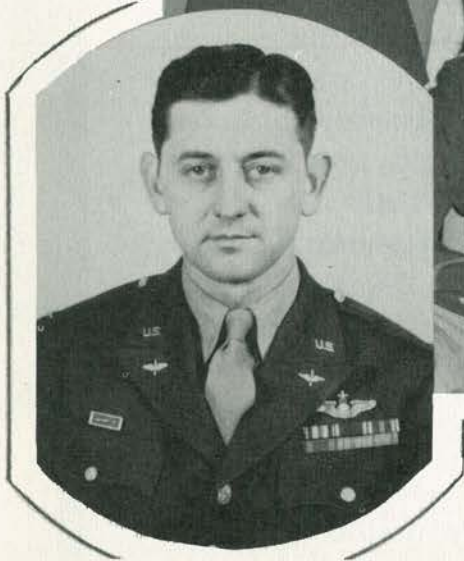


Lt. Col. H. A. Orban
860th Sq. Commander

Lt. Col. S. Hale
861st Sq. Commander

Maj. P. Stanis
862nd Sq. Commander

Maj. A. T. Phillips
863rd Sq. Commander



Colonel E. Helton
Commanding
493rd Bombardment Group (H)

FRONT ROW

Lt. Col. S. W. Fitzgerald	Air Executive
Col. E. Helton	Commanding
Lt. Col. E. J. Hoelscher	Ground Executive

MIDDLE ROW

Maj. L. R. Hoffman	Air Inspector
Maj. J. W. Frazer	Gp. Navigator
Maj. K. H. Sagendorph	Group S-1
Maj. J. H. Bozung	Dir. of Intell.
Lt. Col. L. P. Dwyer	Gp. Operations

BACK ROW

Capt. A. P. Testa	Stat. Control
Maj. W. H. Ayres	Sub Depot C.O.
Capt. L. E. Broussard	Gp. Communications
Capt. W. H. Burgin	Gp. Engineering
Capt. L. B. Flemmons	Gp. S-4
Capt. C. S. Phipps	Gp. Adjutant
Maj. J. D. Riel	Station Services

Our First Hundred

No.	Date.	Target.	Results.
1	6.6.44	LISIEUX	0
2	7.6.44	TOURS	**
3	11.6.44	FLERS	0
4	12.6.44	BEAUVAIS/TILLE	***
5	14.6.44	LAON-ATHIES	***
6	15.6.44	TOUSSUS-le-NOBLE	**
7	17.6.44	LAVAL	***
8	20.6.44	MISBURG	****
9	21.6.44	L'HEY	0
10	22.6.44	ETAMPS-MONDESIR	**
11	23.6.44	COULOMMIERS	0
12	24.6.44	ORLEANS-BRICY	***
13	25.6.44	ST. AVORD	***
14	25.6.44	ROMILLY-sur-SEINE	***
15	29.6.44	FALLERSLEBEN	***
16	30.6.44	EVREUX	**
17	6.7.44	L'ISLE ADAM	****
18	8.7.44	LA GRANDE VALLEE	**
19	12.7.44	MOUNT GOURNEY	0
20	14.7.44	MONT DIDIER	—
21	16.7.44	COULANGES	***
22	18.7.44	CAEN GROUND SUPPORT	**/**
23	19.7.44	SAARBRUCKEN	***
24	20.7.44	RUSSELHEIM	***
25	21.7.44	KEMPTEN	***

No.	Date	TARGETS.	Results.
26	24.7.44	LE MENSIL DURY	0
27	25.7.44	LT. LO	***
28	27.7.44	LT. CECILE & WISSANT	0
29	28.7.44	BRUSSELS	0
30	29.7.44	JUVINCOURT	—
31	31.7.44	CREIL	**/**
32	1.8.44	ST. GEO sur FONTAINE	0/*
33	2.8.44	MONT GAUVAIRE	0/*
34	3.8.44	BRUSSELS-GHENT	**
35	4.8.44	HEMMINGSTEDT & HUSUMf... ..	***
36	5.8.44	HALBERSTADT	**/**
37	6.8.44	MONT GAUVAIRE	*
38	7.8.44	GIVET-ANDENNE*	****
39	8.8.44	MONT CAUVAIRE	***
40	10.8.44	ST. FLORENTIN	**
41	11.8.44	TOUSSUS le NOBLE	***
42	13.8.44	SIENE RIVER SUPPORT	**
43	14.8.44	ANGOULEME	***
44	15.8.44	FLORENNES	***
45	16.8.44	HALBERSTADT	**/**
46	18.8.44	ROYE-AMY	***
47	24.8.44	KIEL	**
48	8.9.44	MAINZ	****
49	9.9.44	DUSSELDORF	**
50	10.9.44	FURTH-DARMSTADT*	**

*****	EXCELLENT	**	FAIR
****	VERY GOOD	*	POOR
***	GOOD	—	UNOBSERVED
		0	DID NOT BOMB

No.	Date	TARGET	Results
51	11.9.44	BRUX-FULDA*	***
52	12.9.44	MAGDEBURG ...	**
53	13.9.44	LUDWIGSHAFEN ...	***
54	17.9.44	FLAK BATTERIES HOLLAND ...	***
55	19.9.44	BIELEFELD-LIMBURG ...	**
56	22.9.44	KASSEL ...	—
57	25.9.44	LUDWIGSHAFEN-STRASBOURG*	—
58	26.9.44	BREMEN ...	***
59	27.9.44	LUDWIGSHAFEN ...	—
60	30.9.44	BIELEFELD ...	***
61	2.10.44	KASSEL ...	—
62	3.10.44	KITZINGEN-NURNBURG*	—
63	5.10.44	MUNSTER ...	**
64	7.10.44	MERSEBURG ...	*
65	9.10.44	GUSTAFSBURG ...	—
66	14.10.44	COLOGNE ...	—
67	15.10.44	COLOGNE ...	—
68	17.10.44	COLOGNE ...	—
69	18.10.44	KASSEL ...	—
70	19.10.44	MANNHEIM ...	—
71	22.10.44	MUNSTER ...	—
72	25.10.44	HAMBURG	—
73	30.10.44	MERSEBURG ...	0
74	2.11.44	MERSEBURG-HALLE* ...	*
75	4.11.44	HAMBURG ...	—

No.	Date	TARGET	Results
76	5.11.44	GROUND SUPPORT ...	***
77	6.11.44	NEUMUNSTER ...	—
78	11.11.44	KOBLENZ ...	—
79	16.11.44	DUREN ...	*****
80	21.11.44	MERSEBURG ...	0
81	25.11.44	MERSEBURG ...	—
82	26.11.44	HAMM-BIELEFELD* ...	—
83	29.11.44	HAMM ...	**
84	30.11.44	MERSEBURG ...	**
85	4.12.44	GIESSEN ...	—
86	6.12.44	LUTZKENDORF ...	—
87	11.12.44	GIESSEN ...	—
88	12.12.44	DARMSTADT ...	***
89	15.12.44	HANNOVER ...	—
90	23.12.44	HOMBURG ...	*** / *****
91	24.12.44	FRANKFURT ...	*****
92	25.12.44	AHRWEILLER ...	—
93	27.12.44	IRLICH ...	*
94	28.12.44	IRLICH ...	—
95	29.12.44	FRANKFURT ...	****
96	30.12.44	BEBRA ...	—
97	31.12.44	MISBURG ...	**** / *****
98	2.1.45	BAD KREUZNACH ...	****
99	7.1.45	ALTENBACH ...	—
100	10.1.45	COLOGNE ...	*

AWARDS & DECORATIONS



SILVER STAR	1
[DFC	333
[CLUSTER	7
[AIR MEDAL.....	1378
[CLUSTER.....	3204
SOLDIER'S MEDAL	1
BRONZE STAR	10
PURPLE HEART	59

COMBAT STATISTICS



A/C AIRBORNE 3484.

A/C ATTACKING

P/C

BOMB TONNAGE CARRIED 9061.69

" " DROPPED

P/C

n H-Hour Bomb Attack

Just before H-hour for the air-
borne invasion of Holland, S. Sgt.
to S. Peatone, 23...

to Claim Medal
AN EIGHTH AAF BOMBER STATION,
England, Second Lieutenant
John C. Appleton, 26, of Niagara
Falls, N. Y., is one of the nine air-
men on the B-24 Liberator...

Two Fauquier Men Awarded Army Air Force Honors

Two Fauquier...

In Three Invasion

An Eighth Air Force Bomber
Station, England—Shortly before
H-hour for the airborne invasion...

WICHITA FLIER But Chicago Flier Lives

SAVES BOMBER

Wichita Flier But Chicago Flier Lives

Sgt. R. J. Romac, Ball Turret Gunner,
Pulled Silk from Case with His Hands



Notes from the Air Force

WHEN the Liberator Eddie
return from a mission over
France, the nine-man crew was
missing in action. The entire crew
ever, returned to base in England
days after crash-landing in Normandy.
learn that orders had come from
insure for each of them the
Air Medal—which had been awarded
honorably.

Local Gunnery Rids Bomber Of

Dangling Bombs

AN EIGHTH AIR FORCE BOMBER STATION,
England—Two live bombs dangled in
the bomb bay of the eighth Air Force
Bomber Station, England...

Notes from the Air Force

October 2, 1944

Notes from the Air Force

October 2, 1944

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October 2, 1944

Through the 1000

THRU THE 1000

Notes from the Air Force

October 2, 1944

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Notes from the Air Force

October 2, 1944

Notes from the Air Force October 2, 1944

D^{day} OUR FIRST



TARGET
LISIEUX



LAVAL A/F 17.6.44 GOOD



L'ISLE ADAM 6.7.44
AMMUNITION DUMP
RESULTS _____
VERY GOOD



ANGOULEME M/Y
14.8.44
RESULTS _____
GOOD



RUSSELSHEIM

ARMAMENT WORKS

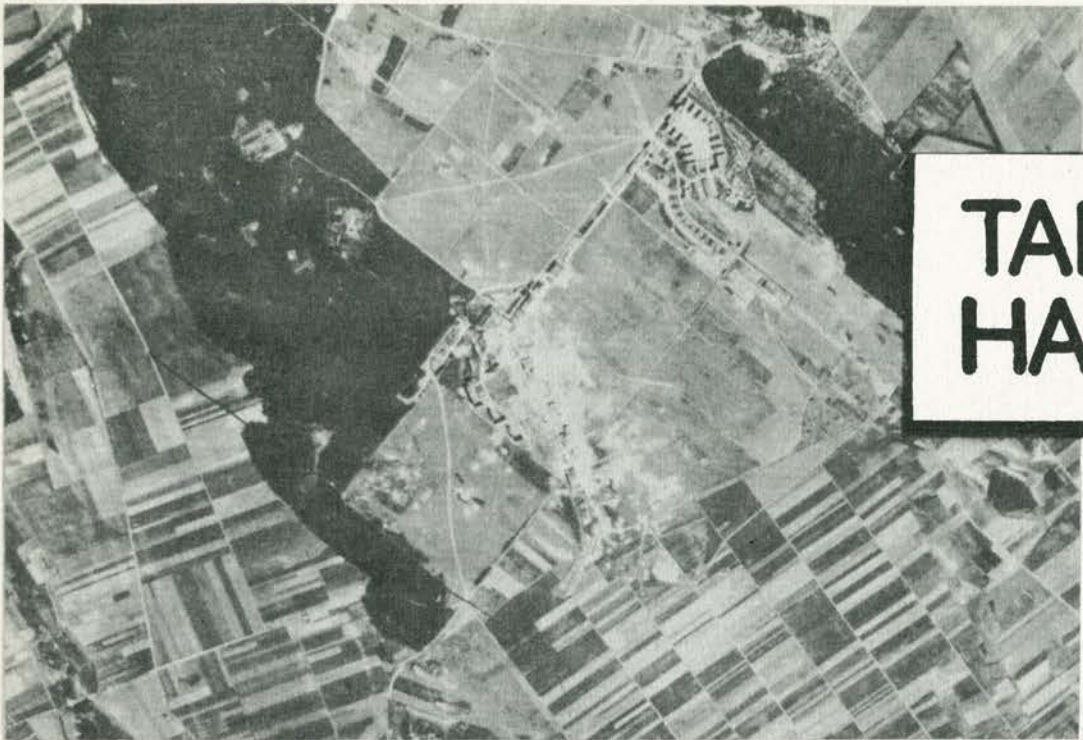


RESULTS
20-7-44
GOOD



TARGET CHEMICAL PLANT
LUDWIGSHAFEN

RESULTS GOOD 13 SEPT 44

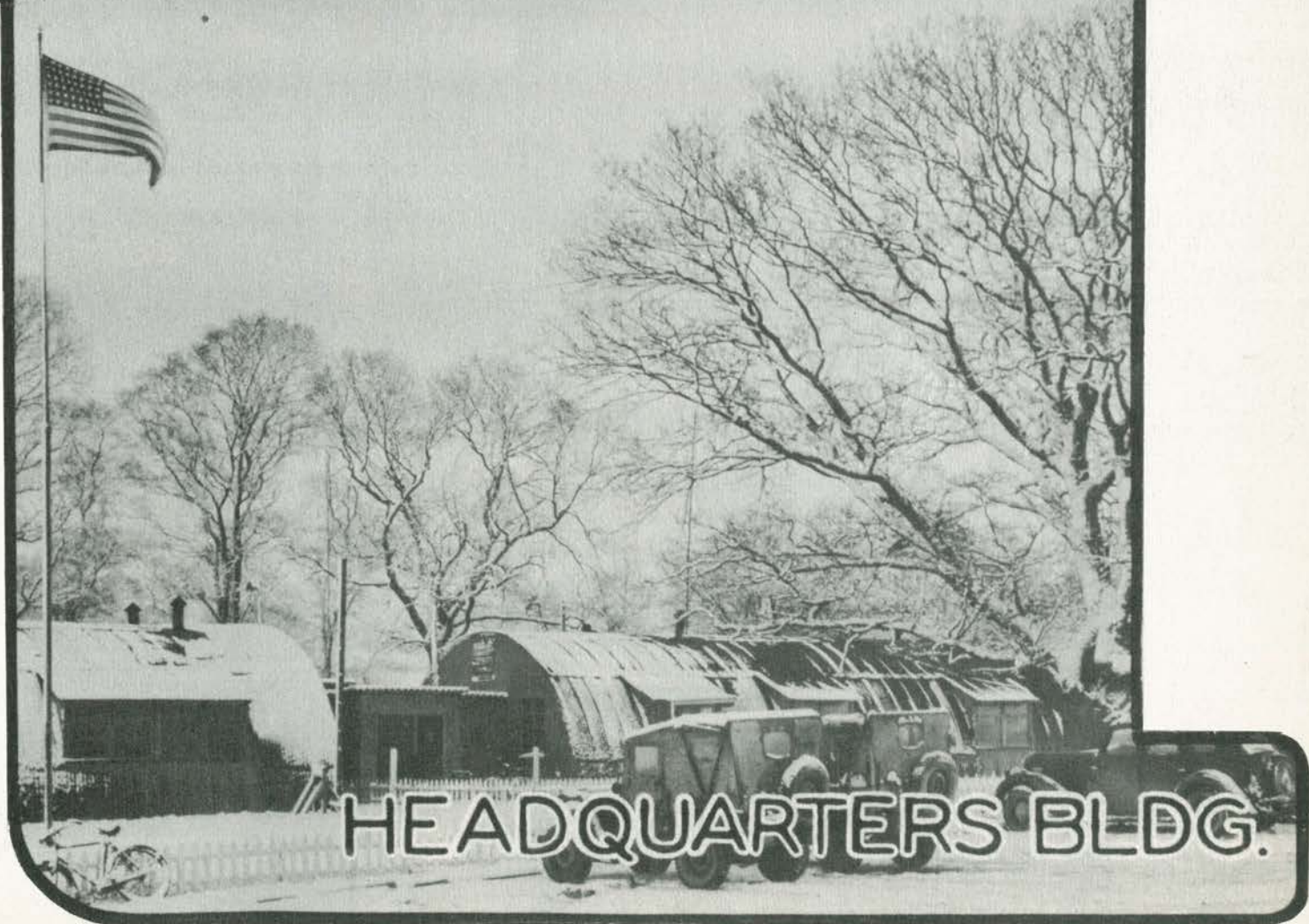


**TARGET ● A/F
HALBERSTADT**



**RESULTS 16-8-44
GOOD TO V. GOOD**

OUR BASE



HEADQUARTERS BLDG.



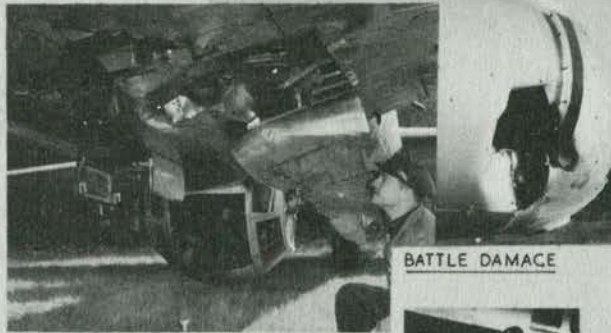
WHOOPS



PHOTO OFFICER

SHOWING ENGLISH DELEGATION THRU LAB.

"WORLD PREMIERE" of LANA TURNER'S PICTURE



BATTLE DAMAGE



HELLTON'S HELL CATS



EM'S BEER HALL



CHILDRENS PARTY, SPONSORED BY THE OFFICERS CLUB
MAJOR SACENDORPH ACTING SANTA CLAUS



COMBAT CREW LOUNGE



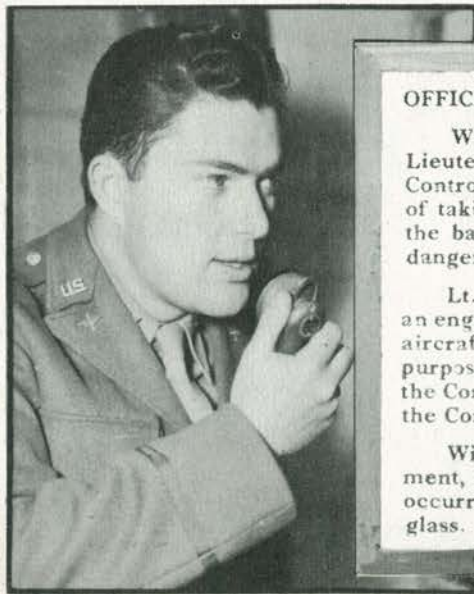
NCO CLUB



COL. HELTON DOING THE HONORS

DEBACH

TWO HEROES



OFFICER'S TANNON WARNING AVERTS POSSIBLE DISASTER.

With the danger of a terrific explosion imminent, First Lieutenant David T. Moore, 26, of Oklahoma City, a Flying Control Officer at this Eighth Air Force bomber station, instead of taking shelter, stuck to his post, and shouted a warning over the base tannoy system, enabling personnel, unaware of the danger, to evacuate the nearby vicinity immediately.

Lt. Moore was guiding a flaming fortress in, when he saw an engine drop from its mount. He then ordered the distressed aircraft to land at once. The bomber, loaded with general purpose and incendiary bombs, came to a halt 150 yards from the Control Tower, and realizing the danger, Lt. Moore cleared the Control Tower of its personnel and yelled his warning.

Winning the So'dier's Medal for his outstanding achievement, Lt. Moore was knocked to the floor when the blast occurred and an artery in his left hand was severed by flying glass.

PILOT LANDS BLAZING PLANE SAFELY.

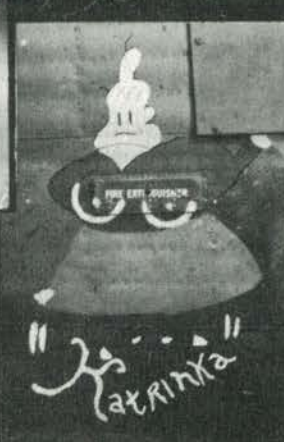
The coolness and skill of First Lieutenant John E. De Witt, 23, B-17 pilot from Johnstown, N.Y., undoubtedly saved both his comrades and himself from becoming victims of a tremendous explosion, when he landed his flaming ship at eighty miles an hour in the mud, after one engine had dropped out and the left wing was entirely ablaze. The crew, after having leaped from the burning fortress, was barely 500 feet away when the fire reached the loaded bomb bay, and the terrific blast occurred.

Added to his worries were parked B-17 and the Flying Control Caravan that loomed straight ahead as he approached the field, but by successful manoeuvring, Lt. De Witt managed to worm his plane, "Devil's Own," between the two and bring it to a quick halt.

The only injuries sustained in the escape procedure were slight lacerations by the bombardier—amazing, when it was learned that the four gunners tumbled from the rear escape hatch almost at the instant when the fortress hit the earth, and the bombardier navigator and engineer catapulted through the front escape hatch before the ship had stopped rolling.

Holder of the Distinguished Flying Cross, Air Medal, with three Oak Leaf Clusters and veteran of more than thirty combat missions over Europe, Lt. De Witt refers to his brilliant feat as "the closest call of my life," and the entire complement of personnel at his Eighth Air Force base are in perfect agreement with him.





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