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The history of the 445th Bombardment Group (H) (unofficial)

Rudolph J. Birsic

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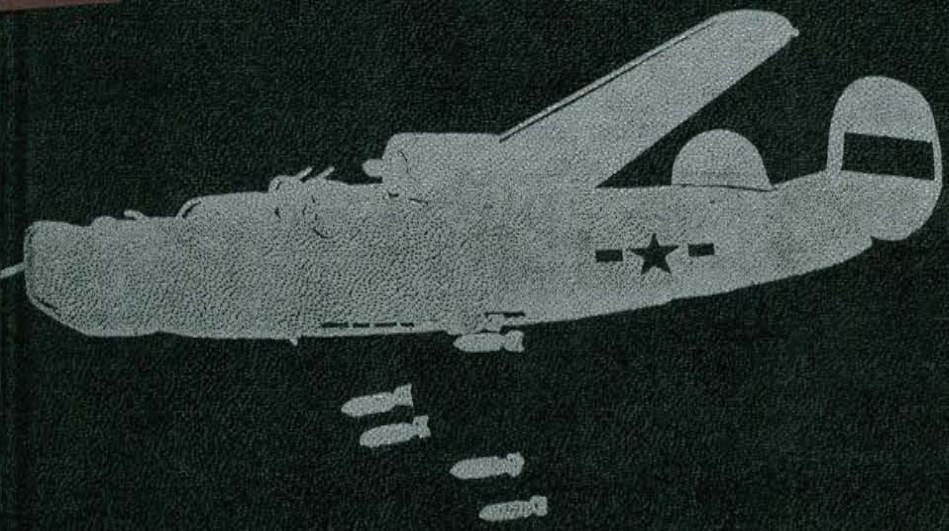

445

THE HISTORY OF THE

445TH BOMBARDMENT GROUP (H)

(UNOFFICIAL)

STATIONED OVERSEAS AT

TIBENHAM

NORFOLK, ENGLAND

IN THE 2ND COMBAT WING, 2ND AIR DIVISION, OF THE 8TH AIR FORCE

BY RUDOLPH J. BIRSIC

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TABLE OF CONTENTS

	Foreword
	Dedication
I	April 1, 1943 through December 12, 1943
II	December 13, 1943 through June 5, 1944
III	June 6, 1944 through December 31, 1944
IV	January 1, 1945 through September 12, 1945
V	Awards and Decorations
VI	Group Character
VII	The Group Bombing Record
VIII	Photographs
	Additions to Roster
	Acknowledgment

FOREWORD

No book this size could ever hope to record completely, day by day, mission by mission, the history of the 445th Bombardment Group. Since various limitations did exist and handicap the publication of our Group History, the only alternative was to select such material as would most emphatically demonstrate how superior our Group really was.

The photographs selected for use in the book were chosen because they were the most representative of those available. Every attempt was made to provide at least token representation of the few activities and sections not included; however, the fact that some parts of our Group organization have not been included indicates that these attempts were unsuccessful.

Because of many changes in Squadron Staff personnel throughout the life of the Group, it was not thought advisable to list the many persons involved. Instead, it was left to various photographs to tell about these men.

I sincerely hope that in the years to come this book will recall dimming memories, and that it will always serve as convincing evidence that ours was one of the best Groups in the Army Air Forces.

Rudolph J. Birsic

July, 1947

DEDICATION

To our friends and comrades who
gave their lives for our country.

Requiescant in pace.

I

April 1, 1943 through December 12, 1943

I — April 1, 1943 through December 12, 1943

Our Bombardment Group had the usual, unexciting beginning which was typical of all military units—it was born on paper. The only labor pains were probably suffered by the clerk who typed the General Orders, perhaps at the end of the day's work when in a hurry to go on pass.

GENERAL ORDERS)
:
NO .....46)

HEADQUARTERS SECOND AIR FORCE
Fort George Wright, Washington
April 1, 1943

SECTION VI

1. Pursuant to instructions contained in immediate action War Department letter AG 320.2 (3-19-43) OB-I-AFDPU-M, March 20, 1943, subject: "Constitution and Activation of Certain Army Air Forces Units", the following units having been constituted and assigned to Second Air Force are activated as indicated, effective April 1, 1943:

Unit	Station of Activation	Table of Organization		Source & Size of Cadre
Hq, 445th Bombardment GP (Hv)	AAB, Gowen Fld,	1-112	(7/1/42)	to be
700th Bombardment Sq (Hv)	Boise, Idaho	1-117	"	announced
701st Bombardment Sq (Hv)		1-117	"	in
702nd Bombardment Sq (Hv)		1-117	"	separate
703rd Bombardment Sq (Hv)		1-117	"	communication

* * * * * * * *

2. The tables of organization listed above will be used as guides in the organization of these units; specific authorization of enlisted grades will be published in a separate communication.

* * * * * * * *

8. Army Air Forces Regulations 15-107, Dec. 12, 15-108, Dec. 15, 1942, and Technical Order 00-25-3 will be complied with immediately by station commanders at stations of activation.

By command of Major General Johnson:

NATHAN B. FORREST,
Brigadier General, G.S.C.
Chief of Staff

A few weeks passed after activation before personnel in any appreciable numbers were finally transferred to the Group, and these were largely cadre men to form the nucleus of the five units making up the Group.

Lt. Col. Robert H. Terrill was named commander of the Group. A West Point graduate with many years experience in the Army, he soon proved himself to be a thoroughly sincere, efficient, hardworking, and natural leader.

The Deputy Commander was Major David V. Andersen, and the four Squadron Commanders were Capt. Irving H. Ward, 700th; 1st Lt. Howard E. Kreidler, 701st;

1st Lt. James C. Evans, 702nd; and Capt. Willis B. Sawyer, 703rd. The Group Operations Officer was Capt. William W. Jones.

The key Group Headquarters and Squadron personnel, both officer and enlisted, were soon selected, and the operation of the administration of the Group was well under way by the end of April. A few B-24's were assigned, and the 445th Bomb Group began to prepare for war.

At the end of April, 1943, a portion of the Group was sent to the Army Air Forces School of Applied Tactics at Orlando, Florida, for combat training. The instructors at this school were supposed to pass on to these selected Group and Squadron men the latest information on aerial warfare. The course consisted of two weeks of classroom instruction and two weeks of living at satellite fields under battle conditions. These satellite fields were located within a few miles radius of Orlando.

In all, 49 officers and 81 enlisted men of the Group were sent to AAFSAT, as it was known. It wasn't long before its other name came into more popular use—Snafu U. These 130 men consisted of both Group and Squadron Commanders; Group Adjutant; Group and Squadron Operations, Intelligence, Engineering, Armament, Ordnance, Communications, and Medical Officers, and Bombardiers and Navigators; Intelligence and Operations Non-commissioned officers; airplane maintenance personnel; and combat crew enlisted personnel.

While this portion of the Group was undergoing training in Florida, the remainder at Boise, Idaho, was acquiring further personnel and gaining administrative experience under the Group and Squadron Executive Officers, the Group Sergeant Major, and the Squadron First Sergeants. By the end of May, 1943, the Group strength at Boise alone was over 225 men, representing over 12% of the Group's authorized personnel. The Bomb Group at that time had an authorized strength of 293 officers and 1507 enlisted men, including personnel for 48 combat crews.

During the first few days of June, all Group personnel from Orlando and Boise proceeded to Wendover, Utah. Here the Group took up training in earnest. At first, the Group and Squadron Headquarters consisted of a few tents along the concrete parking area on which the aircraft were parked, where every time the engines of the B-24's were started up, the papers in the tents were scattered in every direction by the tremendous blasts of air stirred up behind the propellors. Everyone concerned was glad when another Bomb Group moved out of Wendover and our Group was able to take over its offices.

Life at Wendover could hardly be called exciting. The field was just a collection of flimsy huts and some concrete runways located in the salt flats of western Utah, on the Nevada border. Civilization was far removed from this forsaken spot. A hotel or two, a sprinkling of homes and a few trees, plus several gambling casinos and cafes, made up the tiny settlement outside the airfield. From a military point of view, the isolation was an incentive to put in more working hours, since there was little to do with a great deal of leisure. Each morning found both officers and enlisted men drilling down on the line. In the late afternoon, everyone went out to the athletic field where an hour's exercise, or more, daily helped to condition the men. Someone had gone out of his way to make certain everything was provided for us—there was even an obstacle course. Each Saturday morning there was a Group parade.

On June 25 we officially began Operational Training. Two days later we learned that the Group was being moved to Sioux City, Iowa, for further training. This was good news to everyone, as it brought to an end our desert exile. On July 5 we were on our way to Iowa. A limited number of officers and men flew there in what planes we had, and the rest proceeded by troop train.

On the evening of July 7 the troop trains arrived at Sioux City, and in short order the Group was functioning smoothly in spite of the Iowa heat. We were fortunate in being able to take over the former Wing Headquarters, since that Headquarters had moved to Gowen Field.

The big war news those days was the invasion of Sicily. The same day we learned this—July 10, 1943—we were visited by General Arnold, Commanding General of the Army Air Forces. On July 19, we learned Rome had been bombed for the first time.

We gained many new combat crews as well as various types of ground personnel, so that rapidly we were approaching our authorized strength. We still did not have a great many planes, but those we did have were getting lots of flying time and giving our maintenance men plenty of experience. We did not drill as often as at Wendover, and the parades and reviews stopped completely once intensive training had begun. There were still calisthenics and athletics for conditioning, plus other necessary warfare training ranging from the smells of chemical warfare to the stings of the Medical Department's shots. A great deal of work had to be done on personnel records, not the least of which was reclassification, which involved a great deal of red tape. It was no small task to put the right man in each spot; personnel changes and shifts were being made continually, although training could never be slighted and never was. Colonel Terrill personally checked the status of training, personnel, and equipment, and he was completely in touch with the progress and any deficiencies of the Group.

The Sioux City heat at this time was terrific. The only redeeming feature of all the sunshine was the very healthful tans everywhere in evidence on the majority of the Group men. Colonel Rush, the Wing Commander, visited us on July 30, and such a visit was always good for some juicy rumors. Probably our most publicized personnel addition, which occurred in the early days of August, was the assignment of Captain Jimmie Stewart as 703rd Bomb Squadron Operations Officer. The novelty of having this movie star in our midst soon wore off, especially since he proved himself to be a hard-working, sincere, "regular" fellow.

Leaves and furloughs were uppermost in everyone's mind, for our time in the States was growing shorter every day. The announcement on August 6 that ten-day leaves were authorized caused no little excitement, but it was short-lived. In fairness to those who had already had only seven days' leave and because there was not much time left in which to cram so much training, Colonel Terrill ruled that seven days' leave would be the Group policy.

Overseas physical exams were being given about this time, but they were hardly an accurate forecast of the date of our departure for overseas service. On August 13 we received by teletype authorization to increase our combat crew strength to 70 crews. This meant an increase in personnel of 88 officers and 132 enlisted men.

Two major personnel changes about this time were the assignment of Major Paul Schwartz as Deputy Group Commander and Captain James Stewart as Commander of the 703rd Bombardment Squadron.

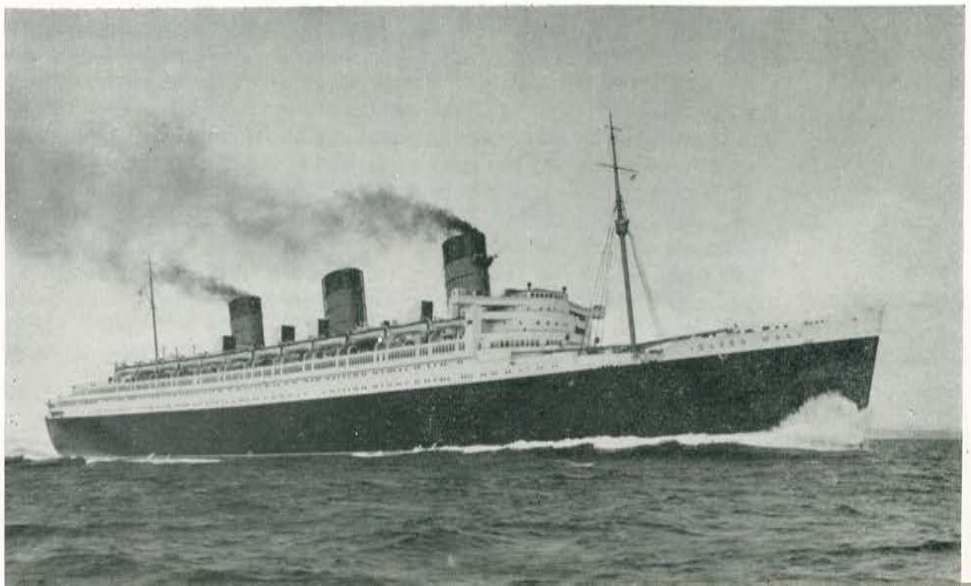
August 26, 1943, ushered in a period of disaster for the Group. It was a grim foretaste of things to come. One of our ships on a night training flight crashed, and the nine men aboard were killed. On Thursday, September 2, a few minutes before midnight, another ship went down in flames, killing all ten crew members. The plane crashed just a short distance from the Base, and many persons saw it go down in flames. We had hardly recovered from the shock of this tragedy when about noon on Saturday, September 4, we received news of a third crash, which claimed eight victims. It was no wonder that we were beginning to feel jinxed, and a bit jumpy. Fortunately, this proved to be the last accident of our Operational Training days in the States.

Early September saw the arrival of our first final type of B-24 H's. These were the planes which the Group would take overseas for combat use. With the news of Italy's surrender on September 8, there were many persons with visions of the end of the war in Europe.

PARADE
WENDOVER, UTAH

SALT FLATS
AND MOUNTAINS
AT WENDOVER

THE
QUEEN MARY



The end of our training in the States was rapidly approaching, but not before further drastic changes were made. Three of the Squadrons were moved to satellite bases. The 700th Squadron was stationed at Mitchell, South Dakota. The 701st Squadron was delighted to find its new home was Scribner, Nebraska, which was a unique field in at least one respect and that was in its expert camouflage work—it was quite difficult to detect the Base from the air. Watertown, South Dakota, was the new Base for the 702nd Squadron. Group Headquarters and the 703rd Squadron remained at the Sioux City Air Base.

Still other major personnel changes followed. The new Group Intelligence Officer was Captain Donald S. Klopfer, of the New York Publishing Firm, Random House, and partner of Bennett Cerf. Major Carl Fleming replaced Captain O'Brien as 700th Squadron Commander. Switches were made in various Squadron Intelligence Officer positions, as well as Squadron Administrative Officers and First Sergeants. Captain Taylor Minga became the new Group Chaplain and Lt. Leland Simpson the new Group Bombardier.

On the night of October 3, 1943, a notice appeared on Group Bulletin Boards to the effect that we were restricted to the base after 0001 hours on October 7. The notice gave explicit instructions on how to send home our baggage.

At a Staff Meeting the following morning our date of departure was announced. For the next 48 hours everyone was busy stenciling his equipment, baggage, and clothing with his organization shipment number, as well as his name, rank, and serial number. Once the movement began, Group Headquarters and the Squadrons would be designated by only a code number for security reasons. Each organization had its own code number. The big news of October 9 was the fact that new orders had been received; our plans had been changed. Colonel Terrill announced the next day at another Staff Meeting that our training had been extended ten days. We had to make up certain training deficiencies in that time.

On October 11 Colonel Terrill learned that he had been promoted to full Colonel, with date of rank as of July 30. It was a fitting honor that he be allowed to start overseas bearing his full authorized rank. He had worked hard and loyally, and we were all proud of him.

The last overseas shots were administered to Group Personnel on October 18; our Headquarters were overrun with all types of inspectors for the next day and a half; and on October 20 at 6:30 P.M. one troop train left Sioux City, as three others from the Satellite Bases departed almost simultaneously, all bound for Camp Shanks, New York. Sixty-two combat crews and 248 other ground and flying personnel who made up the Air Echelon were left behind to proceed by air, going by way of Florida, Puerto Rico, Brazil, West Africa, and thence to England. Eight combat crews for whom there were no planes traveled with the ground troops. An advance party of four officers had left several days previous by air to proceed directly to our overseas base. They were Lt. Col. Malcolm Seashore, Group Executive Officer; Major William W. Jones, Group Operations Officer; Captain Donald S. Klopfer, Group Intelligence Officer; and Captain Howard L. Davis, Group Communications Officer.

After spending a day keeping out of sight, the ground echelon finally sailed about 5:30 P.M. on Wednesday, October 27, on board the QUEEN MARY out of New York. We were fortunate in escaping any exceptionally rough seas, and thus there were not too many incidents of seasickness. We dropped anchor in Firth of Clyde off Gourock, Scotland, about 9:30 A.M. on November 2, 1943, after an unescorted and uneventful voyage. We had to spend another day on the QUEEN MARY, but the next morning at 10 A.M. we began to debark on to a lighter which took us to Gourock. Here we boarded a train which proceeded through Glasgow, Edinburgh, and down the East coast of England, finally arriving at what we learned was Tivetshall Junction in the early morning of November 4. In the pitch dark of the blackout it was impossible to see what our new home was like.

In a very short time we discovered that the Base was widely scattered throughout the countryside. We were approximately 100 miles northeast of London, in the heart of Norfolk County. The base itself was named for the tiny village of Tibenham, which was just outside the northwest corner of the airfield. The various living and technical sites were nestled among the fields and pastures of farms and their accompanying thatch roof huts. Cows were pastured behind the hospital, and there was a sugar beet field behind the flying officers' living site. The road leading to the ground officers' living site wound around a rather filthy barn which reeked of various farm smells and from out of which big-eyed cows stared in dumb amazement at the American officers who were intruding on their former peaceful farmland.

The countryside was unbelievably green, much more so than most of us Americans were accustomed to see at that time of year. The fields, too, were noticeably smaller than those of American farms. Deep drainage ditches and clumps of bushes divided the fields quite efficiently. The sun was shining brightly, but we were being treated to a warm greeting which dampened in short order. None of our planes had arrived as yet. Lt. Col Seashore was Acting Base Commander until Colonel Terrill arrived.

To aid in the housekeeping, defense, and repair work of the field, there were stationed with us a Service Squadron, Headquarters of a Service Group, Chemical Company, Ordnance Company, half a Guard Squadron, a Fire Fighting Platoon, and a Station Complement Squadron. Although these individual organizations were small, together they comprised roughly 25% of the Base strength. They already had the Base functioning administratively and had also made rapid strides in preparing the field for its real mission as a heavy bombardment Base. They contributed many very useful and necessary services to the Base, but in future months they were to learn that their only reward was treatment as the bastard children of the 8th Air Force.

For the officers and men whose task it was to start the Administrative, Supply, and other sections of the Group functioning, all was not sightseeing that first day at Tibenham. November 4, 1943, was a busy day for all of them. By blackout time everyone seemed ready to retire to his quarters, where there were many things still to be done: equipment and clothing to be unpacked and put in some semblance of military order; beds to be made up, although only the officers had sheets; after these chores were completed, there were the old Army customs of card playing, bull sessions, etc. As if to welcome us officially and remind us that there was a war on, shortly after 9:00 P.M. a "crash" air-raid alert was sounded over the tannoy. There was a mad scramble to put coats over night or underclothes and to don steel helmets. Within a few seconds the 445th Bomb Group was out in the blackout, tingling with excitement, many scurrying to the pitiful air raid shelters just in case anything happened. But nothing did happen. In a short while the all-clear was announced, and we returned to our huts quite disappointed. Not that we wanted our Base or any of the adjoining farms blown up, but a very slight explosion not too far off would have made us seem so much more like heroes.

Our second day at Tibenham was also a busy one. Everyone was trying to check out of his Organizational Supply Office that handy mode of travel—a bicycle. Naturally there were too few to satisfy everyone, and once a basis of priority was established, the fortunate were quickly pedaling about the Base with all the prowess they could muster on such short notice. In the afternoon we received a security lecture, which was given by Division Headquarters men and covered everything from censorship to Piccadilly Commandos. We learned that we were restricted to the Base until we began aerial operations. All the officers got a look at the Division Commander, Brigadier General James P. Hodges, and the Group Staff Officers met with their respective Division superiors.

The next day was a memorable one; it began to rain. And with the advent of the moisture, which quickly imparted a perpetual clamminess to everything, our spirits were soon dampened. England, with its cold dampness and mud, was a distinctly un-

desirable place for many Americans. Unfortunately, too, we exchanged our American money—those who still had some—for English money, and this strange, seemingly incomprehensible monetary system brought forth new and even more vivid verbal expressions of displeasure.

About 11 P.M.—2300 hours—on Saturday, November 6, the Germans paid us our second visit, but this time there were fewer steel helmets used and greater satisfaction at the aerial show. Off to the North in the direction of Norwich—so claimed the better informed—brilliant flashes of anti-aircraft fire could be seen, and the boom of gun fire was quite convincing. Occasionally it seemed that a plane was caught in the crossed beams of the distant searchlights. A large fire appeared to be burning on the horizon to the North. Definitely, the war had become more realistic.

November 6 also marked the day on which the Group assumed complete administrative control of the Base. The Group Adjutant became Base Adjutant, a Base Personnel Officer was appointed from the Group, and similar Group Staff Officers took over additional Station supervisory duties in addition to their Group functions.

By the end of November, almost everyone had found his way of licking such problems as getting around in the blackout, making fires in the dinky hut stoves, keeping dry if possible in the rain which seemed to be an almost daily occurrence, and piling enough blankets on one's bed, as well as wearing sufficient clothing to bed, to avoid freezing to death. It was decidedly commonplace to see bedding rolls, pup tents, overcoats, and up to eight blankets piled on many beds, until it seemed that the weight of so many items would crush the human being buried in its depths. The German propaganda broadcasts were always good for a laugh, but they were listened to probably more frequently than British programs, since they furnished the best music most consistently.

Getting used to the air raid messages was no difficult task, for we experienced enough air raids in our first few days at Tibenham—none of which resulted in any direct action against our Base—to learn quickly the various types of warnings. We also had an early initiation in doing without electric lights, for our electric current was always failing; so much so that candles were very handy items to have around. For those who had occasion to use them often, the telephones also furnished a splendid headache. They were out of commission almost as often as the lights. Actually, the men responsible for maintaining both systems were powerless to combat many of the problems with which these cantankerous modern conveniences so frequently confronted them.

Well before the end of November Colonel Terrill had arrived and taken over command of the field. With the arrival of the first few planes, the field began to

assume a different air. The combat crews and their planes added the necessary touch which the Field had lacked until then; now we were truly a Base. The day was not far off when we would begin to add our weight directly to the war effort.

Each plane also brought the key maintenance and technical personnel which were its passengers, thus rounding out the last bit of groundwork and organization necessary to complete the readiness of the Base for aerial warfare. The Group and Squadron Engineering Offices began immediately to modify the planes in order to bring them up to date with the latest developments in our Theater of Operations. The Ordnance Sections of the Bomb Squadrons, in cooperation with the Ordnance Company, worked out plans for most efficient storage, handling, and loading of the bombs, plus the complex maintenance work on their own, and other, heavy vehicles on the Field. This was likewise true of the Armament, Photographic, Communications, Weather, Flying Control, and all other Sections which would participate directly in getting the combat missions off safely, on schedule, and completely ready for battle and bombing.

Thanksgiving Day—November 25, 1943—found us in the midst of these final preparations for combat operations. It was a festive occasion, and there was even a small portion of turkey for each one, with a bit of pork to round out a full dish. For some of the enlisted men who ate in one of the mess halls, the day had a distinctly unpleasant ending, when violent cases of the GI's forced many of them to spend a great part of the night in whatever latrines were available. We also learned from newly arrived crewmen that we had lost one of our planes in the flight from the States, probably out of Puerto Rico. There were no particulars and nothing official, but we all hoped it was either not true or that the passengers and crew had been picked up at sea. For those in Headquarters it was particularly bad news, since the one passenger from the Detachment was M/Sgt. Robert O'Hara, the Group Sergeant Major and one of the most likable young men in the entire Group.

Although the numerous tasks incident to bringing about our readiness for combat missions kept many of the Group fully occupied, the more curious found time to visit the city of Norwich in the evenings to discover what, if anything, the chief city of East Anglia had to offer in the way of entertainment.

Beginning on December 1, 1943, the final spurt in our preparations began. Our progress was checked constantly by teams from nearby Wing Headquarters. In the midst of these final aircraft modifications, orientations on combat techniques, setting up of various Intelligence, Operations, and Crew Transportation procedures, the Personnel Section activated two new organizations, utilizing the personnel from the Service Group and Service Squadron. The two new units were the Finance Detachment and the 462nd Sub Depot. The former consisted of an officer and approximately eight enlisted men who were responsible for paying all the personnel on the field. The Sub Depot, consisting of seven officers and well over 200 enlisted men, was the final link in aircraft maintenance, since it was this organization's task to perform the more complicated levels of plane repair work for which the Bomb Squadrons did not have the necessary equipment or personnel. So great was the speed with which our Group completed its preparations for combat missions that it probably set a record for a newly arrived group.

II

December 13, 1943 through June 5, 1944

II — December 13, 1943 through June 5, 1944

On Monday, December 13, 1943, the 445th Bomb Group put up its first aerial combat mission. It was a rather humble beginning of 15 ships, of which 12 bombed the target—Kiel, Germany. In spite of heavy flak the Group suffered no losses, which was an auspicious beginning, but unfortunately, it was hardly a typical mission, as we were soon to learn.

Bad, but hardly unusual, weather forced a two-day lull in the air war. In those two days we witnessed further evidences of our wonderful Base utilities systems; on Tuesday morning our lights were out for several hours, and on Wednesday afternoon we were warned not to bathe or use water for any but absolutely essential purposes because of water shortage. The shortage of water was exceedingly difficult to comprehend, in view of the very abundant rainfall we were experiencing. On such and similar occasions our hosts, the British, were discussed a bit unfavorably and were blamed for a variety of the world's ills, ranging from B.O. to the present war. There were even threats of cutting the cables of the numerous barrage balloons and allowing the island to sink into the ocean.

Our second mission was flown on Thursday, December 16. We dispatched 24 planes to Bremen, Germany, and once again all returned safely, although they sustained slight battle damage. One gunner had been slightly injured by flying glass from a shattered turret.

Four days later our bombers again visited Bremen, and, as if Fate had applied the rule of "third time's the charm", we lost our first crew and suffered several other casualties. Our next and fourth mission followed in two days. This time 24 of our bombers dropped their bombs on Osnabruck, Germany, and two planes and crews failed to return. In addition a Navigator was killed, and several crewmen in all were wounded. A Navigator and a Bombardier of an otherwise untouched crew bailed out over enemy territory when their pilot gave orders to abandon the ship which was crippled, falling rapidly, and about to go into a spin. The pilot finally succeeded in getting the ship under control but too late to stop the two officers from jumping.

Our loss of two ships represented a large percentage of the day's total of 21 American bombers shot down, but as if to even the score, our gunners were credited with the destruction of two enemy planes, with one other probably destroyed.

This mission also provided our Group with one of its most touching examples of sacrifice. The badly crippled B-24 of one of our crews was limping home across the North Sea after a battle with many German fighters over Osnabruck. The Navigator had been killed instantly when a shell exploded in the plane and lay slumped in his seat; several other crewmen were also wounded. The ship was losing altitude rapidly, so the men threw overboard every possible movable item of equipment to lighten the load; however, it was not sufficient. Then the Bombardier made his decision; he pushed overboard the body of the Navigator—his best friend and training school classmate. One hundred and seventy pounds less weight enabled the bomber to reach Tibenham. It was an extremely difficult decision, but the Bombardier felt certain his friend would have wanted it that way. Had not the load been lightened that last little bit, the entire crew might all have been buried in the North Sea with the Navigator. In fitting tribute for his sacrifice, the Navigator, Lt. Arthur E. Barks, was awarded posthumously the Distinguished Service Cross, the only member of the Group ever to receive this high award.

Christmas Day, 1943, was a memorable day in many respects. There were both Protestant and Catholic religious services for those who wished to attend. Catholic Mass was scheduled for 9 o'clock in the morning in the Base Theater. Quite a number of men arrived several minutes early, and the sight they saw was completely disheart-

ening. The theater had been used the day before to entertain neighboring British children at a Christmas party. The concrete floor was a mass of overturned benches, pieces of doughnut and other bits of food, and an abundant supply of waste paper. Through lack of coordination, no provision had been made for a detail of men to clean the theater after the party. However, because all were determined to make this first Christmas overseas as pleasant as possible, everyone pitched in to clean up the place before the Chaplain arrived. Both officers and enlisted men wielded brooms which were borrowed from the Mess Hall next door, picked up the larger pieces of paper, righted benches, and in general tried to make the place presentable. The Chaplain finally arrived about 9:30. There was no heat in the theater, and it was distinctly uncomfortable kneeling on the cold concrete in the chilly atmosphere still foggy with the dust that had been stirred up in the hasty sweeping. But when the Chaplain led the singing of several Christmas carols, the hut resounded with the beloved melodies which rivaled in quality any choir back in the States that day, even though there was no musical accompaniment.

The big attraction in the Mess Halls was our turkey dinners. This time there was plenty of gobbler—no pork—and the trimmings were practically up to home standards. Christmas packages had been arriving for the past few days, and even on Christmas Day many of the men received the welcome boxes from home. It might be added, however, that we continued to receive our Christmas packages right up till the end of March, 1944.

On December 29 we learned that General Doolittle was the new Commanding General of the 8th Air Force. The combat crews were certain that now we would soon be bombing Berlin, but few took pleasure in anticipating such a mission.

During the last two days of the year we participated in two more missions. On the 30th our target was Mannheim, on which 19 of our ships dropped a load of incendiaries. One of our returning crews was forced to ditch in the Channel. Although only four crewmen escaped with their lives, this was one of the earliest successful ditchings of a B-24 in the European Theater. The pilot was one of the four survivors, and after his return to the Base he was required to make several trips to London, where he was quizzed at Air Force Headquarters in order that all possible good points of his ditching procedure could be learned and passed on to other crews for their use if the occasion should ever arise.

Our final target for the year was St. Jean D'Angely in France. The results of the bombing were excellent, but again we lost a crew.

In the 18 days since we had begun aerial operations we had flown seven combat missions, five of which were to important German targets. Although we had dropped only 400 tons of bombs, we gave promise of impressive future participation in the aerial warfare against Germany and German-occupied Europe. At a cost of five bombers out of 156 sorties, we had been officially credited with the destruction of four enemy planes.

In addition, on the ground, we had made admirable progress in the administration of the field and in increasing the efficiency of the Base with our program of road improvement, mud control with installation of concrete walks, and similar housekeeping work. The 445th was well on the road to becoming a war machine of consequence.

On January 4, 1944, the Base was officially transferred to the U. S. Army Air Forces by the RAF. There was a brief formal ceremony in front of Base Headquarters. Squadron Leader Chesney, of the RAF, formally turned over the Base to Major Schwartz in the absence of Colonel Terrill. The day was quite cloudy and beastly cold; there was even a brief flurry of snowflakes. But just as Old Glory reached the top of the flagpole, the sun broke through the clouds. It was a sight to be long remembered. The band played the National Anthem and sounded quite good, even though it consisted of only five pieces.

The crews did their bit by flying the first mission of the New Year to Kiel, Germany.

Mid-January ushered in several major personnel changes. Major Howard E. Fraser became the Group Executive Officer, and Lt. Rudolph J. Birsic succeeded him as Group Adjutant. Just a few days earlier the Group had acquired a Catholic Chaplain, Captain Joseph E. Quinlan.

Bad flying weather throughout almost the entire month prevented our flying on very many missions.

On January 24, the Division Commander, General Hodges, accompanied by General Timberlake and a flock of lesser staff officers, paid us an official visit of inspection. Our own Staff Officers and sections were quizzed, inspected, and checked to see how well prepared and organized we were for the job assigned to us as a combat Group.

The end of the month brought clearer weather, and consequently more missions. Air raid alerts also were stepped up, but as usual, we were not molested. Two Squadron commanders received promotions to Major—Howard E. Kreidler, 701, and James M. Stewart, 703.

On the 29th, two American four-engine bombers collided in the air in the vicinity of our base. There was a heavy overcast, and in a very short while after the crash was heard, it was horrifying to watch the bulk of the planes drop to the earth with a thud that was distinctly felt. Three parachutes were visible gliding down out of the overcast, and a fourth body dropped with chute unopened. Pieces of plane continued to tumble down for some time after, and soon the ammunition could be heard going off while flares shot skyward. In all, it was a frightening spectacle to witness, but it was somewhat consoling to know that they were not our own planes and men.

On January 31, the first Group award formation was held. It was a distinctly new experience for all concerned. General Timberlake, the Wing Commander, presented the awards, assisted by Colonel Terrill. The prospect of having a medal pinned on one's chest by a General flustered more than one crewman, and one officer was so mixed up that he wanted to shake hands when the General saluted, and then reversing the procedure, saluted when the General extended his hand. But he was soon

BASE TRANSFER CEREMONY, JANUARY 4, 1944

properly coordinated, and in a short while returned to his position in the formation, fittingly decorated but a bit sheepish. In all, 83 Air Medals, one oak leaf cluster to the Air Medal, and one Purple Heart were awarded.

Early in February we were notified by Division Headquarters to organize the Ground personnel of our four squadrons into five squadrons. At a future, unspecified date we would lose one of these five squadrons to a new Group which was being formed from similar personnel manipulations throughout the Division. It meant that the personnel in the five squadrons would have to be distributed as equally and as evenly as possible, since to make any one squadron particularly weak or strong with imprudent shifting of personnel might prove embarrassing when the final selection for transfer was made by Division Headquarters. It was one of the more difficult personnel problems of our history.

By the 13th of the month we had flown as many missions in February as we had in the entire month of January. Aerial activity on the part of the German Air Force at night was also very heavy, and more than once it was possible to see and hear action even though rather distant from the base.

With the attack on Brunswick on Sunday, February 20, our Group began its participation in one of the greatest weeks of aerial warfare over Europe. Brunswick was heavily defended, and on that particular day, although major damage was done to German fighter plane production facilities, the 8th Air Force suffered heavy loss also. Our own losses totaled three planes, with 27 crewmen missing in action and four others injured. However, our gunners were credited with the destruction of six German planes, plus two probably destroyed and two damaged.

Bad weather at the primary target at Diepholz on February 21 forced our crews to drop their bombs on the target of opportunity.

February 22 found our planes headed for Gotha, Germany, but the mission was recalled. No crewmen or planes were lost, but tragedy struck at our base in another form. Early in the afternoon while planes of a neighboring group were passing overhead on their way to their base, there was a terrific explosion. A bomb had accidentally been released from one of the planes, and it fell just outside the living site occupied by the enlisted men of our Base Sub-Depot. Two enlisted men were killed, several were wounded, and damage was done to the buildings in the site. In addition. the wife of a near-by farmer was killed as she sat opposite her husband in the kitchen of their home. She fell over dead practically into the arms of her husband. It was a tragic accident, but little did we realize what it portended.

Thursday, February 24, 1944. To the well-informed Group man that date means Gotha. It also means one of the blackest days in the Group's history from the point of view of casualties.

Of the 25 ships which penetrated enemy territory, 13 failed to come back. Our casualties totaled 122 missing in action and one injured. (Before the Group departed from England to return to the United States, a total of 54 officers and enlisted men had been officially reported Prisoners of War). The 702nd Squadron lost its Commander, Major Evans, and practically its entire Operations Staff. The 700th Operations Officer, Captain Waldher, was also lost.

Our gunners exacted a heavy toll of German aircraft, for the Group was officially credited with 21 enemy planes destroyed, 2 probably destroyed, and 7 damaged. In addition, the bombing results were excellent, and the pictures brought back showed exceedingly heavy damage to the target. The following day a statement was released by U. S. Headquarters which announced that the pictures made during and immediately after the attack on Gotha showed the big ME-110 assembly and major component plant was knocked out of production indefinitely in one of the most accurate bomb-

ings of the war. This excellent bombing job won for the Group a Presidential citation. (Further description of this mission is contained in the citation just mentioned.)

Major Lloyd Martin became the new 702nd Squadron Commander, and Captain Richard Critchfield was assigned to the Group and took over the duty of Assistant Group Operations Officer.

March 3 and 4 ushered in a period of cold weather and snow. The snow was sufficient to require a large number of men to clear the runways, and the Snow Removal Officer discovered there was more than just a title to his job. The extreme cold weather brought on additional hazards for the combat crews in the way of frost bite on their long trips over the Continent.

Early March also saw the fulfillment of the inevitable—missions to Berlin. Our first Group attack on the German capital came on March 6, but the attack on Erkner, an industrial suburb of Big B, two days later was the first of appreciable size. It also cost us a plane and crew.

The entire month was one of many missions, and casualties were correspondingly heavy. There were, in addition, several major personnel changes in the Group. Major James Stewart was transferred to a neighboring Group, and Major Maurice Casey succeeded him as 703rd Squadron Commander. Lt. Martak became the new Group Ordnance Officer.

On March 27 the Group flew a mission to Pau, in the extreme southwest corner of France close to the Spanish border, and attacked a German airfield there with excellent results. However, it was a costly mission, since we suffered the loss of 4 planes and 40 combat crewmen, 6 of whom were killed, 4 injured, and 30 missing in action. Two days later we received information in a secret Intelligence report that Lt. Sefton's crew was safe in Switzerland. They had been reported MIA on the mission to Friedrichshafen on March 18.

With the arrival of April Fool's Day we all got our first taste of British double summer time. We also started out the new month with a mission to Ludwigshafen which cost us two crews. A few days later a travel restriction was clamped down, and with a practice defense alert, the first signs of invasion preparation were plainly noticeable. A week's lull in missions followed, and then we revisited Brunswick with a total of 33 ships. Excellent bombing results were obtained, and with heavy flak, it proved to be a rough mission. One crew failed to return. Colonel Terrill flew on this particular mission, and his ship had two engines shot out over Brunswick. He succeeded in getting back, and his excellent work on that mission won him his DFC, which General Timberlake presented to him.

Easter Sunday, in spite of rainy weather, was a red letter day at least for the Catholic men of the base. It marked the opening of the Catholic Chapel, which Chaplain Quinlan had had tastefully decorated. Most of the furnishings had been bought with money donated by the men, and many of the necessary items for the altar were handmade by the men in various Base Shops.

On April 14, the 700th Squadron ground personnel were transferred off the Base, and the fifth squadron which had been formed some time before now became the 700th Squadron ground personnel. Although we knew for quite some time that one of the Squadrons would have to leave, now that it was an accomplished fact, many new personnel headaches were out in the open, and the solution of them seemed impossible.

We were apparently in a period of bad breaks, for on the 11th, on an otherwise excellent mission to Oschersleben, we lost two crews. The following day, although the mission to Zwickau was recalled, we still lost five crews. This same bad luck seemed to plague us almost daily for the next few missions. But we also succeeded in downing some German aircraft by way of revenge.

Saturday, April 22, was a beautiful day. We were alerted for a mission much later than usual, and 24 planes finally took off at 1600 hours. Colonel Terrill flew on the mission, which headed for Koblenz. The flying time for the mission was six hours, so our planes returned to the field about 10 P.M., well after the blackout had begun. As our planes approached the field, air raid alert messages were sounded over the tannoy. It seemed that German planes followed American planes into England, and when our planes began circling their fields to land, the German planes opened fire and succeeded in downing several Liberators throughout the Division. We were fortunate in escaping any direct action against our Base or planes. Others near by were not so fortunate, and it was possible to see planes going down in flames in several directions off in the distance. We did lose two crews on the mission, however. This bold stroke by the German Air Force won it new respect. It also caused more alert defense precautions to be taken by all fields, including our own.

April 27, 1944, marked the beginning of a new phase in the war for us. It was our first "two mission" day. It was all part of the stepped up aerial offensive prior to invasion, and because of this accelerated pace, many new problems of organization and administration made their appearance, in spite of preparation by everyone concerned. More aircraft and additional combat crews were arriving almost daily, thereby creating a housing problem also.

Further D Day preparations followed closely in the form of a meeting held in the War Room at Division Headquarters on Monday, May 8. Here were gathered all the Group and Wing Commanders in the Division, together with representatives of their staff, and General Hodges and other members of his staff outlined precautions which should be taken at once to strengthen the defenses of all bases against any form of attack by the enemy. Our base was represented by Colonel Terrill, Captain Birsic, and Captain MacInnis, Base Defense Officer .

An amusing incident of the day occurred when the Colonel and his party suddenly found themselves in a ditch when the "cracker-box" in which they were returning to the Base left the road. Since it was impossible to get the car out of the ditch, the three officers began to walk the three miles to the field while the driver remained with the vehicle until help could come. Fortunately an Army vehicle soon passed by, and Colonel Terrill managed to get his party back to the Base without further hiking.

Our crews called on Brunswick once again that day, and two of them failed to return. We were credited with the destruction of four enemy planes, plus two probably destroyed.

The following day, at a meeting of all Group Staff Officers and all organization commanders, plans were worked out for the defense of our base. It meant taking additional men from each organization on the field and assigning them to defense work exclusively, thereby further reducing the personnel available for the increased work resulting from intensified mission schedules, more aircraft, and peak strength of combat crew personnel.

S/Sgt. Dominick Clericuzio was appointed Group Sergeant Major on May 13, 1944, but other major personnel changes were unknown at this time. Targets of our crews consisted mainly of oil refineries, rail yards, and airfields, and fortunately crew losses were at a minimum. With so many new combat crews on the field, a great deal of training was the order for them. Each day more and more confidential and secret matter was received from the various higher headquarters. Preparations for D Day were in full swing.

Early in the morning of May 23 a crash alert was sounded. It seemed as if bombs had been dropped near by. Later in the day, upon receipt of secret orders from Division Headquarters, extra precautions were taken to prevent possible sabotage from paratroopers who might have been dropped during the alert in the early morning. With

such frequent "scares" as these, the invasion jitters were really on. The following day Colonel Terrill suddenly ordered a restriction of the Base.

Rumors naturally floated in thick quantities throughout the Base during this period, probably the most distressing of which was the one to the effect that the length of a combat tour had been raised from 30 to 35 missions.

The weather was really summer-like, with hot sunny days. With such fine weather as incentive, the Group Staff posed for a picture on May 28. The following day we witnessed a spectacular collision of two American bombers in mid-air. Only one chute was visible as the flaming pieces of the planes fell to the ground. It was a fortunate thing that none of these collisions ever occurred directly over the base, for it would thus have caused even more damage and loss of life.

On Saturday, June 3, General Hodges came to inspect the Base. The Headquarters had been thoroughly cleaned for his visit. The Commanding General had come for a last minute check up. Truly big things were in the air.

Late in the afternoon of Monday, June 5, Colonel Terrill returned from a meeting at Division Headquarters. Immediately orders of strict restriction were passed out to all units, and the Military Police and Base Defense Section were warned to take all possible security precautions—all this with as little fanfare as possible. By nightfall everyone was keyed up over the momentous events. The Base was thoroughly alert. Work continued at a feverish pitch throughout the night, for the ships and crews had to be ready for an early take off. The big show for which we had all been preparing for long months was now ready to go on. D Day was at last here.

III

June 6, 1944 through December 31, 1944

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The weather was foul for an invasion and equally unsatisfactory for big bombers. But well before dawn our first mission was off the ground. Some persons heard General Eisenhower's address over the radio, but the invasion was no longer a secret to anyone. Everyone was soon caught up in the wave of excitement; there was anticipation of an early return home; but also there was many a prayer said for the success of the invasion.

In spite of the nasty weather, we put up four missions in all, representing 81 sorties. Many of the returning crews claimed they had never seen so many ships as were sprawled out in all directions beneath them. Radio reports were meager in the information they gave out, so that little was known as to progress except that the landings were in Normandy (France) in the vicinity of Le Havre. We ourselves suffered no casualties.

The weather continued bad for several days, restricting aerial activity greatly, but on the 11th we again put up two missions. On June 13 we also dispatched two missions, and the day was particularly significant, since it marked the completion of our 100th mission, all in exactly six months of operation.

The occasion was well celebrated that night in all the clubs, and to say that there was a "bit of shooting" in the wee hours to close the celebration would be putting it mildly. But no one was hurt, and with no mission scheduled for the following day, a bit of celebration proved relaxing for the majority.

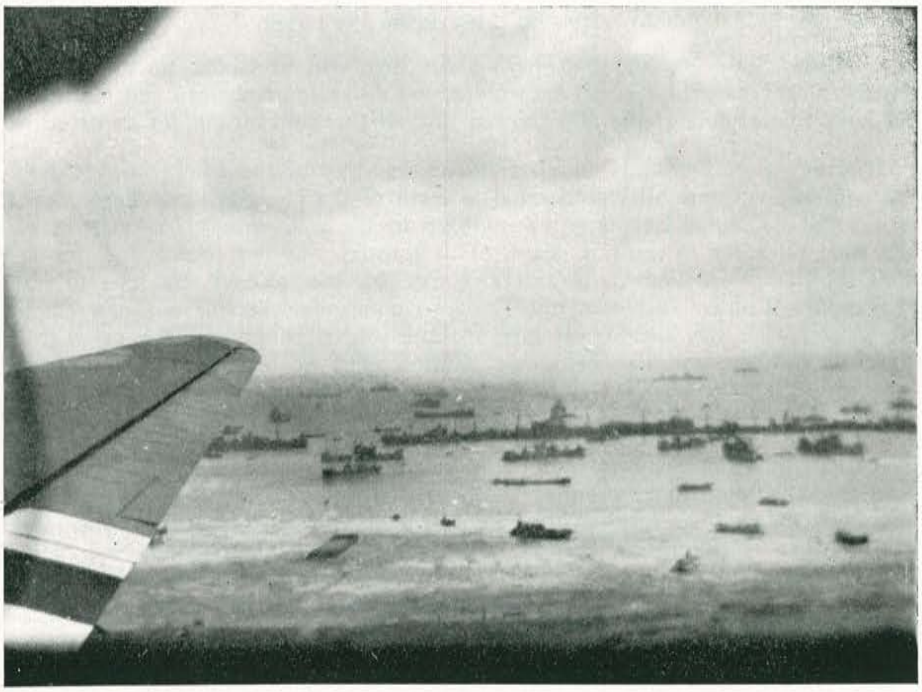
The news on Friday, June 16, 1944, provided us with meaty topics for discussion. Although little detail was given, announcement was made of B-29's bombing Japan. It was comforting to dwell on the thought that increasing aerial bombardment of Japan would be so thorough that there would be no need for our being transferred to the Pacific Theater if and when the war in Europe should end. In addition, the German buzz bombs began to shower on England. No one was particularly anxious to visit London now, but with the restriction making that impossible in any event, for at least once our remoteness from London was appreciated.

With the mission to Politz Oil Refinery on June 20, our crews once again returned to deep penetration into Germany. Since D Day, when our planes began to make only short missions to the invasion scene and near-by targets, there was no announced policy for computing the number of missions or the value of a particular mission in completing a tour of operations. This developed into a morale problem on the part of combat crewmen, but it was soon settled on a fair basis by Air Force Headquarters by giving proper recognition to the greater risk involved in missions which required longer flights into more distant and more heavily defended German territory.

The end of June ushered in a period during which we were to see returned to our field many of our crewmen who either crashed or parachuted into German occupied territory on the Continent when their planes were unable to get back safely from a mission. The first of these was Sgt. Ned Daugherty, a very youthful crewman who evaded capture after his ship was shot down in Northern France while aborting from a mission in mid-March.

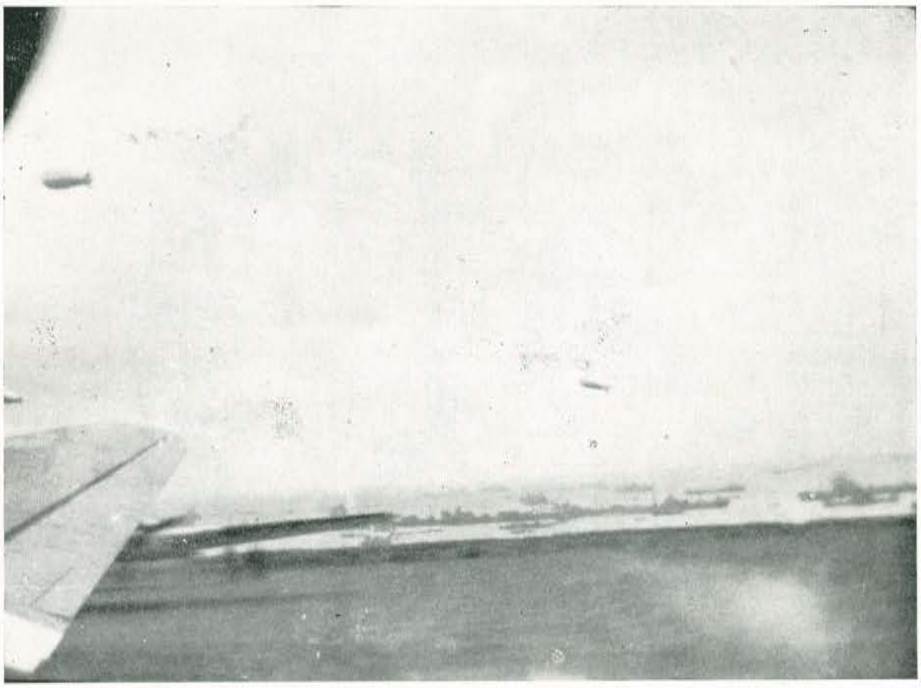
During the month of July, as in June, our Group recorded many excellent bombing missions, and a few weeks later just how outstanding our bombing record had been was fully described in the Division Magazine, TARGET: VICTORY.

On July 11 our target was Munich. It was a high cost mission, for we lost three crews in all. But at least one of them, Lt. Gallup's crew, made its way to safety in Switzerland. Another of the crews was Lt. Fry's crew, one of two crews we received on an exchange basis from the 15th Air Force in Italy. The following day



D DAY

JUNE 6, 1944



we again visited Munich, and this time, in addition to our normal bomb load, ten Propaganda Leaflet Bombs were also dropped on the target.

Thursday, July 20, found us paying our first visit to Gotha since our disastrous mission of February 24. This time we dropped a sizable bomb load and returned without loss. Bomb plots of the raid showed that all three squadrons did an excellent job.

The newspapers on July 21 all featured the story of the attempt on Hitler's life, and naturally we were all disappointed to learn of the plot's failure. Three days later, on the 24th, Colonel Terrill left the Group to go to Division Headquarters as A-3. We were all sorry to see him leave. This transfer was not unexpected, for at least the Group Staff had known for several weeks that the Colonel was soon to leave us. Lt. Colonel William W. Jones, the Deputy Commander, became our new Commanding Officer. He was the logical man for the job, since he was the original Group Operations Officer and had held that position until he became Deputy Commander.

Our mission of July 25 was flown, with other Air Force Groups, in direct support of American Ground Troops in Normandy. Flying at an altitude far below normal level, our American bombers thoroughly saturated a small area of German defensive positions, and after an exceedingly heavy artillery barrage, our Ground Forces broke through to begin their historic drive into Brittany and across France. This action officially began the Northern France Campaign, for which our Group eventually was given participation credit. The intense air attack was not an unmarred success, however, for bombs of some of the participating Air Force Groups accidentally fell among American troops and caused casualties.

For the last day of the month our target was Ludwigshafen, and again we dropped propaganda leaflets. On that day also we acquired our new Deputy Commander, Lt. Col. Feiling.

August, 1944, was another banner month for our Group, for we amassed an enviable total of outstanding bombing missions. On the 5th we bombed much-visited Brunswick, dumping on it a very sizable bomb load, plus propaganda leaflets, with

REMEMBER THE
CIGARETTE SHORTAGE?

good results. The following day our crews did an excellent job on Hamburg. That evening we experienced a bit of excitement on the field. We were warned over the tannoy that a B-17 with no one in it was circling the field at a low altitude. The crew had bailed out of the damaged plane earlier in the day, after setting it on automatic pilot. Since it was a fine, balmy day, and the incident occurred in the late afternoon, we could plainly see the Fort overhead, and watched its progress while the tannoy kept us informed of its movement. The danger of its running out of fuel and crashing was imminent, so that the situation was both interesting and dangerous. However, the plane eventually drifted south, and we were thus out of danger.

In the meantime, American Ground Forces in France were making spectacular gains. For us the belief was growing stronger quickly that the war could not last much longer. On the 10th we transferred out 63 enlisted combat crewmen, which was our first such wholesale shipment of combat personnel who had been held over on the field since D Day. They were happy to be on their way to the States, and their departure was a big help administratively in easing the Table of Organization situation to enable promotions of enlisted men to be made.

A pleasant and welcome bit of entertainment was presented on the field on Saturday, August 12, in the form of boxing bouts. A very professional-looking ring was set up in Hangar No. 1, and in the evening five scrappy three-round bouts were presented, with Billy Conn as the feature attraction.

The following day, August 13, our Group participated in an aerial attack on the Isle of St. Malo. Although the entire 2nd Combat Wing participated, our 43 ships were the strongest individual force. We did such a superior job that Colonel Arnold, the Wing Commander, sent us a congratulatory message by teletype calling it "an outstanding example of daylight precision bombing."

As a result of the announcement of Allied landings in Southern France on August 15, our hopes for a speedy end of the war soared. Almost everyone was positive that now the Germans were doomed, and with the terrific pressure on so many fronts, the end simply could not be far away. Paris fell on August 23 followed by Marseille in the South, and the Russians had reached East Prussia. But the end failed to materialize. We kept on flying missions, doing a fine job on practically every raid. About this time we also welcomed back to the field three crewmen who had evaded capture since they had to bail out of their plane in France on June 27. They were S/Sgt John Goan, Lt. Ralph Hall, and T/Sgt Wayne Brand, and the story of their adventures was most interesting.

September began with a period of heavy rain. The fine weather of August—probably the best since our arrival in England—quickly disappeared. During these first days of the month we did not put up any missions. The Ground Troops on the Continent had moved in to capture the buzz bomb launching sites, so England was given a respite from the constant attacks by flying bombs. The Group Personnel Officer, Frank P. Walthall, and the Group S-4 Officer, James Pallouras, attained their Majority. As far as the political front back at home was concerned, the first week of the month also saw arrive on the field the first of absentee voting ballots for the coming election.

On the 10th we were informed that the Group would go off operations and ferry supplies to France, probably for a two-week period. However, on September 17 we flew a load of gasoline to a French airfield fairly near the front, but that was our only "trucking" mission.

Former crewmen who had escaped from or evaded capture on the Continent after having been shot down while on missions were returning to the base almost daily. Thirty-six in all reported in during the month. Many of them had amazing stories to tell. Some had aided the French or Belgium Underground in acts of sabotage against the Germans, and one had even shot a German soldier who was about to pounce on him in his hiding place.

The choice rumor of the period, attributed to a General who had recently come from the States, was that the Group would return to the States shortly after VE Day, have 30-day leaves at home, and then we would be trained in B-32's for the Pacific Theater. At least it made an excellent topic of discussion of the "bull" variety.

September 27, 1944, began like many other days in England. The morning showed signs of probable rainfall, and we put up a mission. But in a few hours we were to learn that it was not just another day; it was the most tragic day in the history of our Group, and it was probably the most disastrous raid for a single Group in Air Force history.

The assigned target was Kassel, and 37 of our ships set out for the target. It was a completely undercast mission, and after reaching the I.P., the Group turned and presumably headed for the target. Actually they were headed for Gottingen, which was approximately thirty miles northeast of Kassel, and dropped their bombs about half a mile short of Gottingen. They then turned off the target as prescribed. But being out of the bomber stream, they were on their own. About ten minutes of routine flying followed, when suddenly, with very little notice from the gunners--the Germans had made excellent use of cover and apparently had reached the Group's altitude in good time—more than 100 German fighters pounced upon the Group, flying about ten abreast and raining destruction upon our ships practically at once. Our gunners did what they could, and managed to inflict a heavy loss on their attackers. But by then many of our ships were roaring earthward in flames, and it seemed to be raining parachutes. American fighters finally appeared on the scene, too late to save our Group, although they also managed to destroy several Luftwaffe fighters.

The entire battle took less than five minutes, and we lost 25 crews and ships at the scene of the tragedy. In addition two ships crashed-landed in France, two at Manston, England, and a fifth cracked up in the vicinity of our base. The total casualty list showed one killed, 13 injured, and 236 missing in action. Of those missing in action, many were eventually officially listed as killed in action and a high percentage managed to survive the crash or parachuted to safety, finally returning home after their liberation from captivity by advancing Allied ground forces. By the time the Group had departed from England, official change of status of the 236 men indicated 15 officers and 63 enlisted men were Prisoners of War, and 13 in all had been declared dead. The Group never learned officially the fate of the other men.

As for the German losses, our gunners were officially credited with the destruction of 23 fighters, with an additional 5 probably destroyed. Of course this represented only the toll exacted by and credited to the returning and surviving crews. It was known for certain that other losses were also inflicted on the Germans by other crewmen who did not return to our Base to report their hits.

Many of the survivors captured in the vicinity of the area in which most of the Group planes crashed were detailed by the Germans to gather up the bodies of their friends or remove the remains from the burned wreckage. Needless to say those men will never forget the horror of that scene.

Back at Tibenham the magnitude of the disaster which had befallen us was horrifying. The many empty seats in the Mess Halls gave ample evidence that war is hell.

Administratively also the blow was a serious one. The Squadron supply personnel worked long, weary hours to assemble quickly the personal effects of the men. Replacement crews had to be arranged for, since the Group fighting strength had been decimated. At first it was planned to immediately transfer in that same day 28 crews from various Groups in the Division. Frantic steps were taken by Group Headquarters and the four Squadrons to be ready for the men. But by nightfall this plan was abandoned, and the decision was made to divert all new crews coming into the Division to our Group to bring it up to full strength as quickly as possible. While this was a slower process, it proved to be the logical step. In addition, it was a tremendous task

to assemble personnel records, make out various personnel, operational, and intelligence reports, and to do quickly the countless things required by existing regulations in the case of casualties. Such a catastrophe affected the Group in countless ways.

The following day our Group put up a gallant formation of ten ships, whose target was again Kassel. All the ships returned safely after scoring for the Group another excellent bombing record.

The end of the month found our Base in the path of buzz bombs winging their way south toward London. The launchings and flights all occurred at night, and the Divisional area seemed to be right on their road to London. Although on occasion bombs could be heard going off in the distance, our Base was spared the fate of having any crash on or near us. The bombs were plotted in their flight over the Base and surrounding area, so that we were subjected to many alerts during the night which proved disturbing from the fact that the frequent tannoy announcements served to make sound sleeping almost impossible at time.

A disheartening item and one which hardly improved morale was the headline appearing in the newspapers of September 29 to the effect that Churchill said the war may go into 1945.

During the early part of October, we flew many missions, most of which added to the excellence of our bombing record. The buzz bomb warfare was very much stepped up, and it seemed to reach its climax the night of Friday, October 13. That night many bombs flew over the Base at an extremely low altitude, and it was quite easy to see the devilish things soar overhead, shooting out flames as they sped southward at great speed. The buildings trembled, rattled, and shook when the bombs passed overhead. A secret report issued a short time afterward revealed that 280 flying bombs were plotted over the Division area during the month of October.

On Wednesday, October 18, many Base Sections were inspected by the Division Inspector General Section. That same day brought tragedy to our Group once again. Three war-weary aircraft had been ferried to Greencastle, Ireland, and a fourth ship went along to bring their crews back to the Base. While flying in the vicinity of Liverpool on the return flight, the ship suddenly exploded and crashed in open country near Birkenhead. All 24 passengers were killed instantly, and the wreckage was scattered for a great distance throughout the countryside.

October 21 marked the day when the Group's first internees from Sweden returned to the Base after having been interned there since early in April. They had been flown out in American transport planes.

Our field could also boast of a champion football team, and on October 25, our team gave further proof of its athletic prowess. The field behind the gymnasium had been rented from its British owner, and after a bit of hard work by the Special Services Section, it turned out to be a fine football field. The game that day was played against Old Buckingham, another Wing Group which was based near by. Our team won by an impressive score of 21-6, and the game was a memorable one because hot dogs were served during the game. It was distinctly a touch of home.

On October 29, Lt. Col. Feiling was transferred from the Group. The day was also marked by the fact that a portion of another crew returned from internment in Sweden. The following day our Group went off Operations for ten days while the runways were being repaired.

November 4 was the first anniversary of the arrival at Tibenham of a great part of the Group, but the day passed without any particular celebration. But two days later our Base featured a novel kind of celebration. For want of a better name it was called "Home Coming Day." The day featured a football game between the Wendling team and our champs. Preceding the game there was a parade of floats around the base. Each organization and some sections entered a float in the parade, and a prize was awarded the best float by a group of judges. Then our team proceeded to trim the Wendling team,

12-0, thereby becoming the Division Champions. It was an ideal day for a football game, and practically every one on the field was at the game, with the exception of a skeleton crew at most section offices. The occasion could best be summed up thus: a good time was had by all.

Election Day followed, but since most of those eligible and wishing to vote had already done so by absentee ballot, few had to use the Soldier ballot provided on the field. It wasn't until early morning of the 8th that radio broadcasts informed us President Roosevelt had won his 4th term.

The mission of November 9 had for its target Metz, where our Group joined a powerful force of American bombers in an effort to smash tactical targets to aid the advance of our ground forces in the area. Our own bombing results that day were not up to usual standards. Fortunately we suffered no casualties. The following day on our mission to Hanau we did not fare so well, losing one crew and ship over the target while a second crew was injured in a crash landing upon return to England.

On Armistice Day one of the Group's gunners who had been Missing in Action in April returned to the field and told his most amazing story. After landing safely when his ship was shot down, he aided the Underground in Belgium. While engaged in sabotage work, he was captured by the Germans, together with another American and six Belgian men. Since they were in civilian clothes, they were all condemned to death as spies. Their common lot was death by a firing squad. They were lined up by a ditch, and German soldiers sprayed them twice with machine gun fire. Although he was hit a total of seven times, he somehow managed to survive. The Belgians hospitalized him upon finding him alive, and he was eventually rescued by the British on September 6 when they captured the town. Once removed to Britain, he recovered rapidly and returned to the Base to relate his experience.

Bad weather prevented our participation in any missions for several days, but on November 21 our crews set out for Hamburg. Flak barrages around the target were intense, and we suffered the loss of one crew. During mission assembly in the morning two bombers from the 389th Group collided in the vicinity of the Base, and once again we witnessed the awful spectacle of death. The ships crashed into the ground with a terrific noise, and within five minutes the bombs went off with an even louder explosion.

The mission to Misburg on November 26 was an unusually rough one. The Germans put up a heavy fighter force to defend the oil refineries which were the target, and our Group suffered the loss of five ships, with 45 crewmen missing in action. In addition, a sixth ship crashed upon return to the Base, killing the pilot and injuring another crewman. Our gunners were credited with two German fighters destroyed and two probably destroyed.

On the 29th we were informed by Division Headquarters that our Base was to be visited by a party of 17 Congressmen and high-ranking Army Officers. The Congressmen were members of the Congressional Military Affairs Committee, and among them was Clare Booth Luce. Naturally preparations were made quickly to make everything ready for their visit, but that night a teletype message was received informing us that the visit was cancelled. No one was particularly sorry.

During the first ten days of December we managed to fly only three missions, and for a while it looked as if we were not going to be able to complete our 200th mission before the anniversary of our commencing operations. However, with the mission to Bingen on the 10th, we finally completed our 200th mission, and in addition we flew two more by December 13, which was our anniversary date.

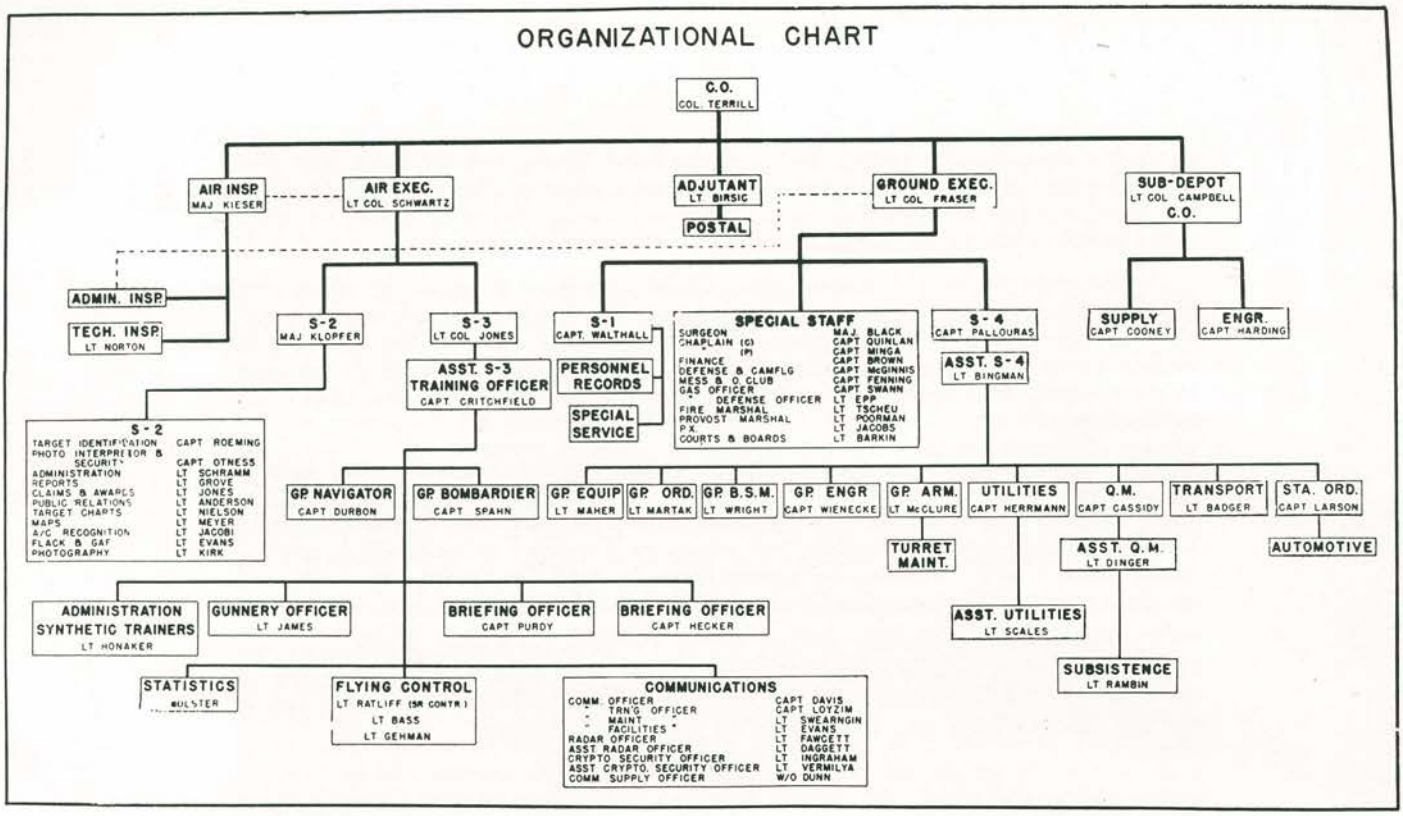
The long-awaited 200th Mission Party was held on Saturday, December 16. It was a party on a really large scale, and a boisterous time was had by the majority. Since no mission was scheduled for the Group for the next day, the party enabled those who cared to do so to really let their hair down. It was a gala occasion, and many made the most of it.

A few days later the famous Battle of the Bulge began, and the news from that front with the German success in their offensive had a sobering effect on us all. Opinions and hopes of a few months before were quickly and sharply revised, and with our entry into a period of heavy fogs thereby restricting aerial activity, the outlook was indeed dark.

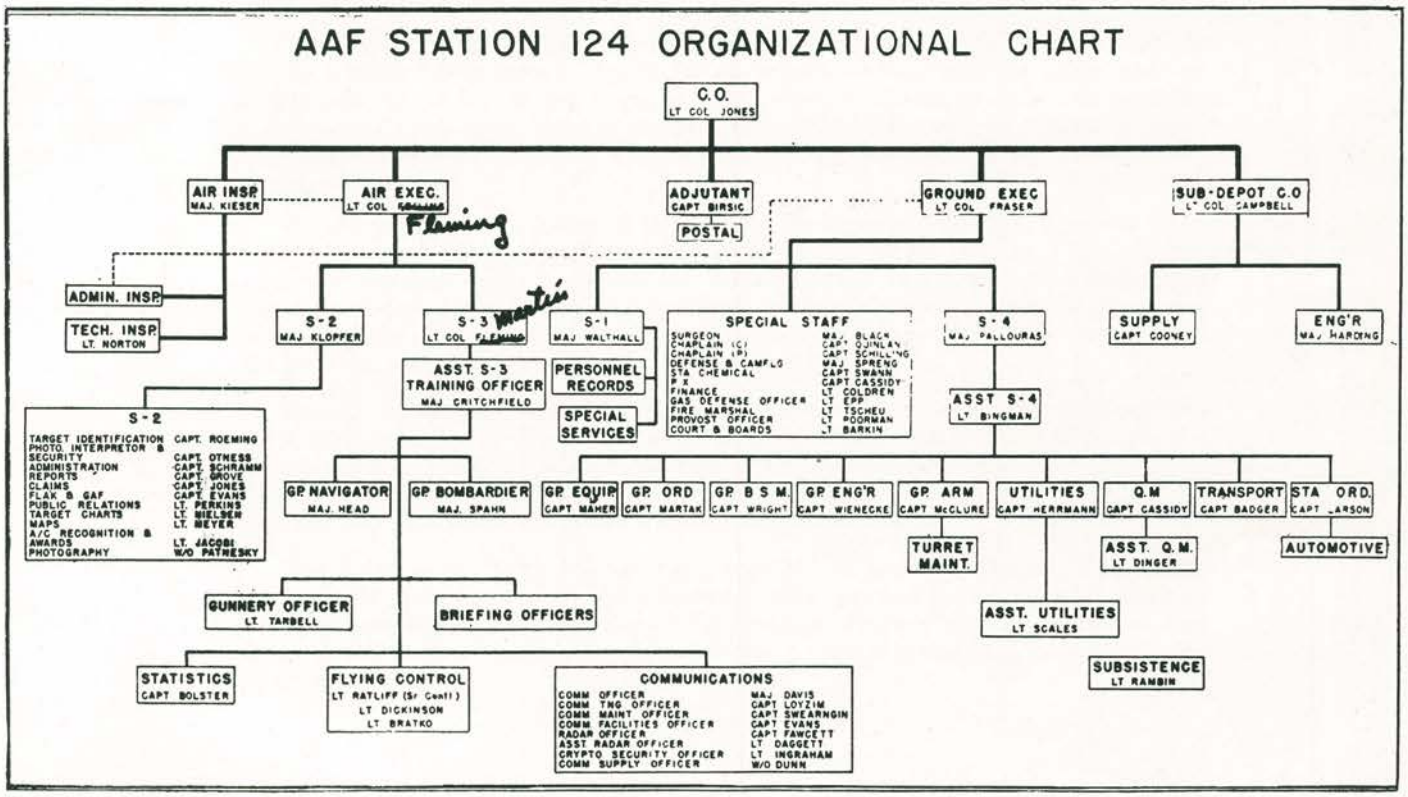
In the midst of these distressing days, Christmas seemed to sneak up on us very suddenly. But in spite of everything, the situation was much improved over our previous Christmas. The Catholic Chaplain arranged a Midnight Mass for the men, and he worked wonders with the Gymnasium Chapel. It was beautifully decorated, complete in every respect, even down to a hastily organized choir which sang the first High Mass on the Base.

The big meal for Christmas again included turkey, and it was a fine meal indeed. In addition, a heavy frost had settled on all the trees and bushes, and in spite of a bright sun, it persisted for several days, transforming the Base into a white fairyland. The only thing to spoil the day was our having to dispatch a mission, which resulted in the loss of a crew. However, our ground forces in the Bulge needed help badly, and we could not begrudge them this Christmas gift of aerial aid.

The end of the year was now at hand, and as if to close the records appropriately, we dispatched 31 ships to Koblenz on the 31st. But the year ended sadly with the loss of still another crew. Forbidden pistol shots and flares ushered in the New Year, and it was the universal hope that 1945 would be the Year of Victory.



APRIL, 1944



OCTOBER, 1944

IV

January 1, 1945 through September 12, 1945

IV — January 1, 1945 through September 12, 1945

The New Year got off to a bad start early in the morning. During take-off for the mission to Neuwaie, one of the ships failed to get off safely and cracked up at the end of the runway nearest Sites 5 and 6. Almost at once .50 caliber shells began to go off. Only the Bombardier of the crew was killed, although several crewmen were injured. While one of the Base MP's was attempting to carry an injured crewman to safety, the bomb load suddenly went off with an explosion that shook the Base. Although only minor damage was done to the Base, the heroic MP who rescued the injured crewman suffered severe shock which eventually made it necessary for him to be evacuated to the States. His bravery won for him the Soldiers Medal. Three crews failed to return at the end of the day's mission, but two of them reported in safely the following day.

The morning of January 9 found the Base covered with a heavy layer of snow. It was the heaviest since our arrival in England. We were also advised that the next day another check up would be made of all military personnel in the United Kingdom. It meant that anyone off the Base that day would have to have special written permission, and only urgent military business would be sufficient excuse to permit any officer or enlisted man to be off the Base. These periodic military checks were an administrative nuisance and headache, and it was fortunate that they did not occur more often.

Thursday, January 18, ushered in a period of really bad weather. High winds in the night turned to snow the following morning, and for ten days we did not put up a mission. The temperatures often got below freezing, and the bitter cold seemed to penetrate to the bones.

It was during this period that an investigation began on the field to check on alleged irregularities on the part of certain individuals; the investigation was touched off by the discovery of a large amount of American Army food in the home of a near-by British farmer.

To add to the headaches of the administration, the Base received its first quota of men to be transferred to the Infantry. At too frequent intervals we were to be informed just how many men we were to give up for transfer to the Ground Forces. It meant all eligible enlisted men had to be classified for eventual transfer, and a system of priority had to be worked out in all sections to permit the daily tasks and routines to be carried out without interruption. The plan was to bring in as replacements from the Infantry those men who because of injury or disability could no longer be used by that branch of the service. The reluctance on the part of our men to go or on the part of the Staff to see them go was not due to any feeling of superiority on our part; but after so many months of working under pressure and as a team, it was not easy to see the organization and teamwork disintegrate thus. It meant that each succeeding quota would further disrupt each section, consequently adding to the burden of work at a time when it was hoped to see it lightened. For the men who had to go, it was difficult to be separated from old friends and familiar places.

The 8th Air Force celebrated its third anniversary on January 28, and since we had been instructed to observe the day with some form of celebration, the 445th took advantage of the occasion to decorate several of its members. The heavy snow on the ground forced us indoors, so the medals were presented in the Alert Room behind Base Headquarters—a total of 7 DFC's, 2 Bronze Stars, and 87 Air Medals were given out at the ceremony Other crewmen did their part by participating in a mission, from which all returned safely. Probably the most welcome news of the day was the distribution of an extra ration of fuel.

Early risers on the 30th found heavy snowdrifts everywhere in evidence on the Base. Heavy winds during the night piled up the snow in many spots and blew it into every nook and crevice, which before long had its amusing results. In Base Headquarters the wind had evidently blown a considerable quantity of snow between the outer and inner shell of the building, so that once fires were lit in the morning, it literally began

to rain in the various offices. There was a mad scramble all morning to move records and papers whenever a new leak in the roof developed and the dripping water threatened to play havoc with the many papers, documents, and records usually exposed in the various Headquarters offices.

Early February saw us all restricted to the Base by the Group Commander for being "bad boys," and the restriction continued until we had repented. The war situation in general seemed to take a turn for the better. The fall of Manila was announced on the 6th, and a few days later the papers were full of the Big Three talks and the fact that the U.S. 3rd Army had invaded the Reich at several points.

On the 11th we received another quota of men to be transferred to the Infantry. We were informed that we had to give up 73 men in all, and the following day the figure was increased to 77. Personnel headaches began to skyrocket, and for the various Squadron and Headquarters sections concerned, these were hectic days, with little prospect for a brighter future.

Major Roy H. Kieser became the new Group Executive Officer on the 13th, and the investigation by Division Headquarters continued on the field, as a result of which all promotions of officers on our field were frozen. This order proved to be quite unjust, for the only ones affected by it were completely innocent of any wrongdoing or neglect. Combat crews assigned to the Group during this particular period also caused administrative problems; many of them arrived incomplete, sometimes minus navigators, at other times minus bombardiers. Other crews were arriving whose pilots were of high rank, thereby making it impossible to promote the pilots of some of our crews who had been with us a long time and were becoming eligible for promotion by virtue of having performed a duty which called for a higher rank.

On February 25 the Group underwent a major reorganization. The 701st Squadron became the Lead Crew Squadron, with Lead crews from all other Squadrons being transferred to the 701st. All crews other than Lead Crews were transferred out of the 701st, an equal number going to each of the other three Squadrons. This move created countless new problems for the Personnel Department.

Sunday, March 4, 1945, marked an occasion for our Base. About 1:30 A.M. an alert was sounded, complete with mortars. German aircraft were actually making passes over the field, for the first time since November 4, 1943. They engaged in a bit of strafing, but the damage they caused was merely a few holes in some of the buildings in the outer fringes of the Base. Our defense guns did not open fire on the planes, although on other bases in the Division the gunners had a field day, filling the night air with .50 caliber shells. It was truly an amazing incident, for the Nazi planes had slipped into England on the tail of returning RAF planes. That same evening another alert was sounded, lasting almost two hours. However, this time no action occurred on our field.

In mid-march we received 26 men from the Infantry, among whom was a man who we later learned had been awarded the Distinguished Service Cross for a feat of daring in France. These were some of the men whom we had been promised some time ago by higher headquarters to replace our men who had been transferred to the Infantry. But just a few days later we received another quota, and about that time we were ready to give up.

March proved to be a month of heavy aerial operations, and by the end of the month we had flown a total of 25 missions for the month, with a fairly heavy casualty list. The war on the Continent was rolling along at a fast pace, and the news in general seemed to be good.

About 8 P.M. on Thursday, March 22, we received a Secret teletype message restricting our Base until further notice, effective at noon of the 23rd. The entire Wing was affected. As usual, this started a new run of the most fantastic rumors. By the morning of the 23rd, it was definite that our restriction was operational. Early in the evening, under Top Secret classification, documents were delivered to the Group Adjutant

for delivery to the proper sections, amplifying previous instructions for the mission in the morning. Our group was to participate with several other Groups in aiding the Allied crossing of the Rhine in the Wesel area. Our assignment was to drop supplies to airborne troops, and the mission was destined to be especially hazardous, since it was to be flown at an altitude of only 400 feet.

A total of 27 ships participated in the mission, and as a result of intense ground fire we lost two ships and crews. Lt. Col. Fleming, our Deputy Commander, was killed in action that day. In addition, the Group also dispatched a second mission of eleven ships in the afternoon. This force attacked Stormede Airfield with good results, and all ships and crews returned safely.

The 2nd Air Division Memorial Fund Drive began at the end of the month, and in spite of only half-hearted approval of the plan, the Group and entire Station more than met the assigned quota of contributions. The Memorial was to be erected in Norwich as soon after the War as possible. Major personnel changes were also made at this time: Lt. Col. Steely was transferred out of the Group; Lt. Col. Lloyd Martin became the new Deputy Commander; Lt. Col. Maurice Casey was moved into the position of Group Operations Officer.

Missions during the early part of April cost us several crews, but our losses on April 7 on the mission to Duneberg were the last casualties for the Group. On the 2nd of the month the Group received from Division Headquarters the final report of the investigation which had been dragged out since late in January. A few negligent and guilty persons were punished as a result of it, and so ended "that Tibenham affair," as it was jokingly whispered about throughout the Division.

A new topic for discussion was "Salute the Ground Man" Week. This week, honoring the part played by the Ground Man in the aerial warfare in Europe, featured on our Base a parade and review on April 11 in the late afternoon. Colonel Arnold, the Wing Commander, spoke briefly and presented several Bronze Stars.

Shortly after midnight on April 12 we learned from radio reports that President Roosevelt had died. Beginning the next day the flag was flown at half-mast for an entire month in memory of the President. On the 14th the Base played host to several visiting dignitaries, among whom were General Kepner, the Division Commander, and three Congressmen—Earl Wilson of Huron, Indiana; John Kunkle, of Harrisburg, Pennsylvania; and Leonard W. Hall of Oyster Bay, New York. That same day between 1755 and 1800 hours we all observed five minutes of silence in honor of President Roosevelt.

In the way of missions, our target on the 14th and 15th was Royan, France. This target was in one of Europe's forgotten fronts, the German-held area at the mouth of the Gironde River, commanding the entrance to the great French port of Bordeaux. The German troops contained by French troops at this point had denied the Allies the use of the big port of Bordeaux. Bombing visually our Group dropped its bombs with good results on both days without loss. The mission of the 15th was especially notable because it marked the first use of Napalm bombs. This bomb was really a jelly-like, inflammable substance which exploded and ignited upon impact, spreading its unquenchable flames over an area of approximately 60 square yards. Incendiary bombs were also dropped.

The 15th also was marked by the activation of a new Service Group on the field. It meant the formation of three new units, utilizing the personnel from the various miscellaneous Base organizations then in existence. This had to be done on quite short notice, and it was another big assignment which had to be handled by the Personnel Section. To add insult to injury, we also received another Infantry Quota of 34.

As far as aerial warfare was concerned, the strategic air war against Germany was declared over by the USSTAF Commander in a special order of the day, and he stated that henceforth U.S. heavy bombers would be used for tactical operations. The war in Europe was rapidly drawing to a close; it was only a question of time now until Berlin itself would fall.

On April 18 we received word from 8th Air Force Headquarters that our Unit Citation for the Gotha Raid had been approved and that it would be confirmed in War Department General Orders. Newspaper headlines for the 22nd announced that the Russians were fighting three miles inside Berlin. Three days later, April 25th, we flew our 280th and final combat mission of the war. From then on it was merely waiting for the end.

On May 3 we learned from Division Headquarters correspondence that our Group had led the Division again in bombing efficiency for the past six months' period.

For the customary morning announcement shortly before 7 A.M. on the morning of May 7, it was announced over the tannoy that the war in Europe was over. Immediately bedlam broke loose. Flares, 45's, and mortars began going off in all directions, accompanied by cheers and shouts of joy. Peace was at last here. But in a few minutes a correction was made over the tannoy—no official word had been received concerning the end of the war. At 10:30 A.M., however, official confirmation was received by wire stating that the German High Command had signed the unconditional surrender of all German Forces to the Allies at 0141 hours, Central European Time, that morning.

The Group, like all other Groups since the end of combat operations, was flying what was known as "Trolley" Missions. Hundreds of ground enlisted men and officers were flown over Germany at a very low altitude so that they could see for themselves the widespread destruction which had been heaped on Germany. These tours included on their itineraries such places as the major Ruhr cities of Cologne, Essen, Duisburg, Dusseldorf, as well as the Remagen Bridge, Aachen and flights over Holland and Belgium. Some tours even enabled the passengers to land in Eastern Holland, and to proceed in trucks from the airport at Venlo to either Duisburg or Dusseldorf, where they could roam through the streets of these demolished cities and see at close range how thoroughly they had been destroyed.

Although long before VE Day the Group Headquarters and various Organization Staffs had been ordered to prepare a program of Education, Drill, Athletics, parades, and inspections to keep the personnel busy after VE Day until movement from the Theater occurred, our Base never put its plans into motion. On the morning of May 12 it was announced that our Group was to be transferred to Casablanca. Later in the day that plan was cancelled. Three days later we received word that we were to go back to the States at the end of the month. That was the news we had all been waiting for. In the midst of this confusion of orders and cancellation of orders, sweeping personnel changes had been made in Wing and Division Headquarters, and Colonel James Stewart became our new Wing Commander.

Events began to move quickly. On the 17th we received word that our date of readiness for movement had been advanced to May 23. The following week was an administrative nightmare. Crews of twenty persons per plane were being flown out almost daily bound for the U.S.A. The various Group Sections concerned worked day and night to get them off on schedule. After all these crews were dispatched, the remainder of the crews and ships were transferred to other Division Groups for eventual return to the States. The balance of the Group was to return home by boat.

All was in readiness to move to the port on the 23rd, but as usual, the orders were changed slightly, so we had the customary Army wait of a few more days. On the 26th we were informed of our ports of embarkation. The 703rd Squadron under Major Rowe D. Bowen was to sail from Southampton, while the remainder of the Group would proceed from Bristol.

In the wee hours of the morning of May 28 we finally departed from and bid farewell to Tibenham. That night we were on board our transports, the major portion of the Group at Bristol boarding the U.S. ARMY TRANSPORT CRISTOBAL, which looked like a walnut shell to those Group members who had made the previous Atlantic crossing in the huge QUEEN MARY.

For what seemed endless days we bounced and rolled across the Atlantic in our banana boat. We were in a small convoy of several Destroyer Escorts and four transports, one of which, the ARGENTINE, was the ship which was transporting the 703rd Squadron.

On the morning of June 8 the CRISTOBAL docked at Staten Island in New York, and by early afternoon we were at Camp Kilmer, where we found the 703rd Squadron. It was only a short time before the Group broke up into small units, headed for various Reception Stations throughout the country, from which they were to receive 30-days leave at home.

The designated assembly point for the Group was Fort Dix Army Air Base, New Jersey. By early July, 1945, the first of the Group men began arriving from their homes. Those crews which had flown home never rejoined us; they returned to Sioux Falls, South Dakota, and we never saw them again. Our ground men and officers were transferred out to various Air Transport Command bases throughout the United States. By August 14, when the war with Japan ended, few of the 445th Group remained. Those who were still at Fort Dix and had sufficient points made a mad scramble to get discharged. By the end of August only a mere handful of men remained in the Group, and the end was in sight.

On September 6, the Air Base Headquarters received a wire from ATC Headquarters directing that our Group be inactivated in accordance with letter orders dated August 29, 1945, which directed that inactivation be accomplished within 15 days of that date.

HEADQUARTERS
592d AAF BASE UNIT
FERRYING DIVISION, ATC
Fort Dix Army Air Base
Fort Dix, New Jersey

DJW/ws

26 September 1945

GENERAL ORDERS)

NUMBER 14)

1. Announcement is hereby made of the inactivation of the following units at this station, effective 12 September 1945, in accordance with instructions contained in ATC Letter 20-2BG, Headquarters Air Transport Command, Washington, D.C., dated 29 August 1945:

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445th Bomb Group (Hv), Hq
700th Bomb Sq (Hv)
701st Bomb Sq (Hv)
702nd Bomb Sq (Hv)
703d Bomb Sq (Hv)

BY ORDER OF COLONEL YOUNG:

DEAN J.WIGSTROM
Captain, Air Corps,
Adjutant

Thus passed out of existence our own 445th Bomb Group. In it we had spent the happiest days of our lives, the most unpleasant days of our lives, the best years of our lives.

V

Awards and Decorations

Presidential Citation

GENERAL ORDERS)
NO. 42)

WAR DEPARTMENT
Washington 25, D.C., 24 May 1945

* * * * * *

BATTLE HONORS—Citation of units - - - - - - - - - Section IX

6. As authorized by Executive Order 9396 (sec. I, WD Bul. 22, 1943), superseding Executive Order 9075 (sec. III, WD Bul. 11, 1942), citation of the following unit in General Orders 129, Headquarters 2d Air Division, 11 April 1945, as approved by the Commanding General, European Theater of Operations, is confirmed under the provisions of section IV, WD Circular 333, 1943, in the name of the President of the United States as public evidence of deserved honor and distinction. The citation reads as follows:

The *445th Bombardment Group (H), 2d Air Division,* is cited for outstanding performance of duty in action against the enemy. On 24 February 1944 this group participated, with other heavy bombardment groups of the 2d Bombardment Division, in an attack on the Gothaer Waggonfabrik, A. G. located at Gotha, Germany. On this occasion the attacking bombers met and overcame the fiercest and most determined resistance the enemy was able to muster in defense of this target, so vital to his ability to wage war. Unprotected by friendly fighter cover the *445th Bombardment Group (H)* was under almost continuous attack from enemy aircraft for a period of 2 hours and 20 minutes. Although antiaircraft fire was hurled at the formation along the route to and from the target as well as at the target itself, the most deadly opposition was given by enemy aircraft. For 1 hour and 20 minutes before "bombs away" savage attacks were made by single and twin-engined enemy fighters in a vain attempt to keep the bombers from reaching their target. On the actual bombing run, that critical period of each bombardment mission, fierce and relentless attacks were unable to keep the bombers from accomplishing their task. For another hour after bombing, the group continued to be the object of ferocious fighter attacks. Of this group's 25 aircraft which penetrated enemy territory, 13 were lost to these fierce fighter attacks, which number is approximately twice the loss suffered by any of the other groups participating in this mission. In addition, 9 of the surviving 12 aircraft returned from the mission with battle damage. With heroic determination the *445th Bombardment Group (H)* flew its assigned course, destroying 21 enemy attackers, probably destroying 2 more, and damaging 7 during the long running battle. The target was located and bombed with extreme accuracy and devastating results. This target, the most important source of ME. 110's, was so well hit that the enemy air force suffered a most telling blow. The courage, zeal, and perseverance shown by the crew members of the *445th Bombardment Group (H), 2nd Air Division,* on this occasion were in accordance with the highest traditions of the military service of the United States and reflect great credit on themselves and the group, and the Army Air Forces.

BY ORDER OF THE SECRETARY OF WAR:

G. C. MARSHALL
Chief of Staff

OFFICIAL:
J. A. ULIO
Major General
The Adjutant General

MEDALS PRESENTED TO GROUP MEMBERS

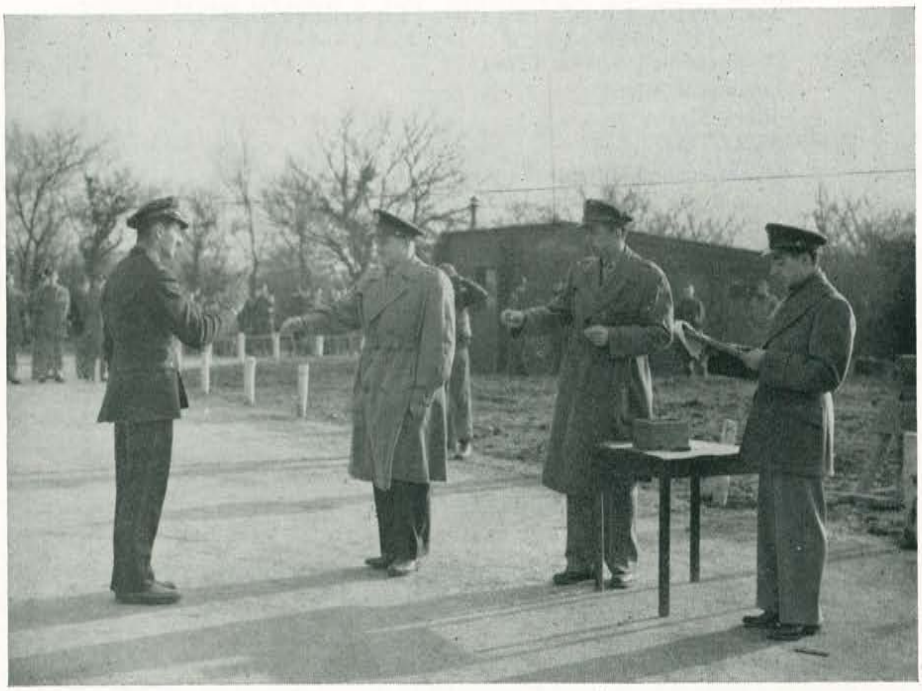
Distinguished Service Cross	1
Legion of Merit	1
Silver Star	13
Bronze Star	60
Distinguished Flying Cross	1041
Oak Leaf Cluster to Distinguished Flying Cross	51
Soldier's Medal	6
Air Medal	2938
Oak Leaf Cluster to Air Medal	6409
Purple Heart	114*
Oak Leaf Cluster to Purple Heart	3
Croix de Guerre (French)	5

* This does not include medals presented to next of kin of Group personnel who were killed in action.

BATTLE HONORS

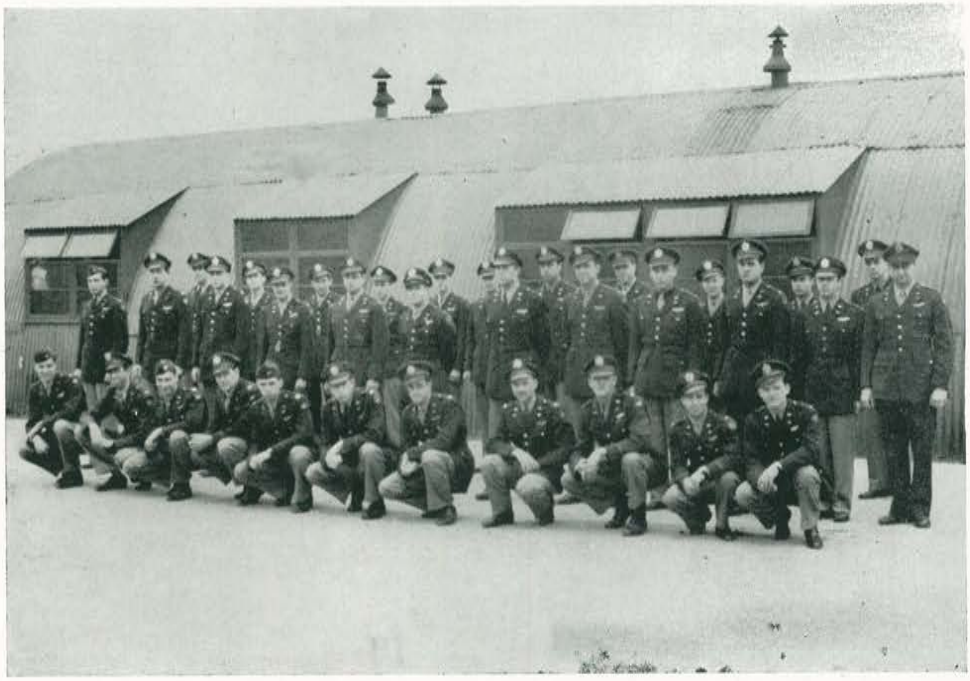
The following are the battles and campaigns for which the 445th Bomb Group was given official battle participation credit as outlined in War Department General Orders:

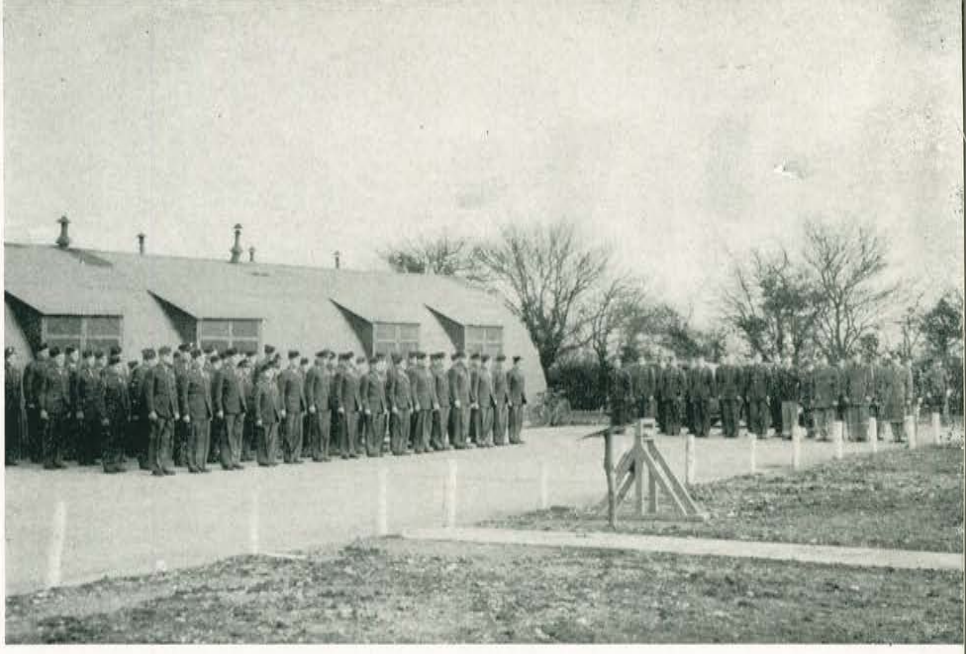
1. AIR OFFENSIVE, EUROPE
   a. Combat zone—European Theater of Operations exclusive of the land areas of the United Kingdom and Iceland.
   b. Time limitation—4 July 1942 to 5 June 1944
2. NORMANDY
   a. Time limitation—6 June 1944 to 24 July 1944
3. NORTHERN FRANCE
   a. European Theater of Operations exclusive of the land areas of the United Kingdom and Iceland.
   b. Time limitation—25 July 1944 to 14 September 1944
4. RHINELAND
   a. Combat zone—Those portions of France, Belgium, Holland, Luxembourg, and Germany east of the line: Franco-Belgian frontier to 4° east longitude, thence south along that meridian to 47° latitude, thence east along that parallel to 5° east longitude, thence south along that meridian to the Mediterranean coast.
   b. Time limitation—15 September 1944 to 21 March 1945
5. ARDENNES
   a. Combat zone—The area forward of the line: Euskirchen-Eupen (inclusive)—Liege (exclusive) east bank of Meuse River to its intersection with the Franco-Belgian Border, thence south and east along this border and the southern border of Luxembourg.
   b. Time limitation—15 September 1944 to 21 March 1945
6. CENTRAL EUROPE
   a. Combat zone—The areas occupied by troops assigned to the European Theater of Operations, United States Army, which lie beyond a line 10 miles west of the Rhine River between Switzerland and the Waal River until 28 March 1945 (inclusive), and thereafter beyond the east bank of the Rhine.
   b. Time limitation—22 March 1945 to 11 May 1495

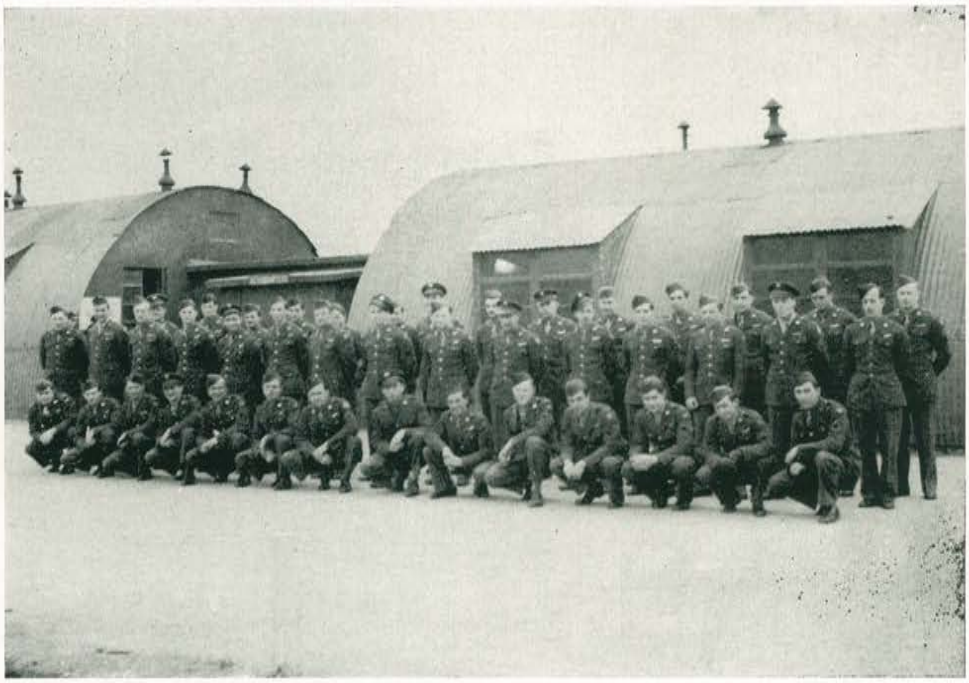


SALUTE THE GROUND MAN WEEK
APRIL 11, 1945

COLONEL ARNOLD, WING COMMANDER
AT MICROPHONE







VI

Group Character

VI - Group Character

No history of the 445th Bomb Group would be complete without at least a brief recording of the many admirable character traits possessed by the Group. Probably one of the most outstanding traits was the generosity of the men. Much has been made of the spendthrift airman on a 48-hour spree in London. Although more than one person in the Group spent more money at times than now seems necessary or sensible, our Group can point to countless ways in which it did inestimable good with its money, generally sympathetic nature, and goodheartedness.

On two occasions the men voluntarily contributed to the English National Institute for the Blind. Each organization on pay day placed at the pay table a canister provided by the Institute for the occasion. The enlisted men then dropped in their contributions as they passed by, while the officers made their donations as they were paid in the Finance Office. In addition, similar donations were made on British Poppy Day, which was observed on Armistice Day. On such occasions the average total collection amounted to over $300, which was always acknowledged with a letter of thanks to the Station Commander.

At the Masses on Christmas Day, 1943, the Catholic men alone contributed $300 which was turned over to the Bishop of the Diocese for British orphans. The men on another occasion at the appeal of the Catholic Chaplain donated almost $800, which was used to furnish and decorate the Catholic Chapel.

Just prior to the Group's departure from England for home, the surplus funds of the Officers' Club were donated to the Army Air Forces Aid Society in Washington. This donation, amounting to exactly $1911.74, was officially acknowledged by the AAF Aid Society on June 14, 1945.

While the people back in the States were buying War Bonds and passing this information on to us overseas, we showed them that we could do likewise, besides being in the Service During the 8th Air Force War Bond Drive, our Base purchased the amazing total of $101,000 worth, although our Station Quota was $80,000. This represented only new purchases and did not include what the men were buying regularly on allotments made before the Drive began. The duration of the Drive was slightly over a month.

As its share of the 2nd Air Division Memorial Fund Drive, the Base contributed approximately $6500. In this Drive also we exceeded our assigned quota. This Memorial to honor all men of the Division who had been killed in action was to be erected in Norwich after the war. It was to be a Library, paid for in part by the people of Norwich. In the Library Entrance Hall were to be hung plaques in honor of all units serving in the Division, and American literature was to be provided by the Fund.

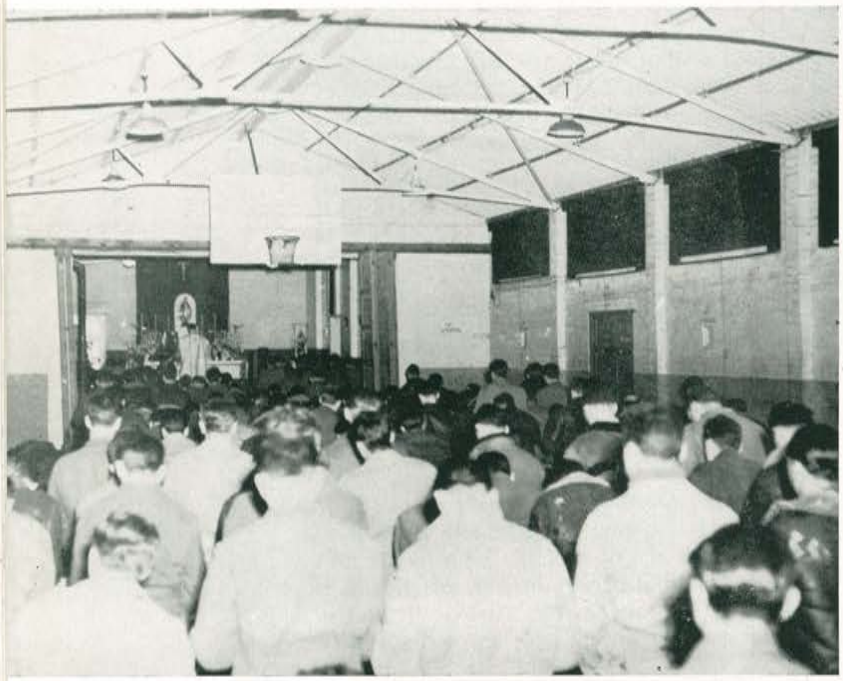
In many other ways, also, the Group personnel gave convincing evidence that they had hearts of gold. In both 1943 and 1944, Christmas parties were given for young British school children in the district surrounding the Base. For many, if not most, of the children these parties provided several new experiences, such as the first oranges of their lives, their first taste of ice cream, their first ride in a truck and certainly in an Army vehicle, and their first experience with the American Santa Claus, which was a slightly different version from their own. After the 1944 Party, the school children all wrote letters to the Base Commander, and their individual expressions of thanks were rich in humor and pathos.

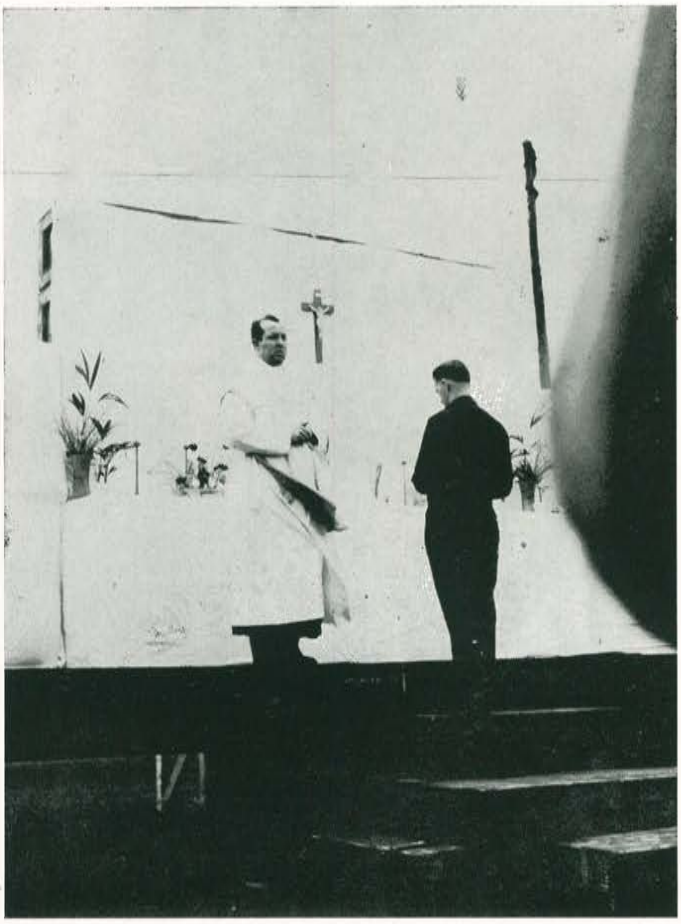
Whenever appeals for blood donors were made on the Base, which was especially true when casualties on the Continent were heaviest, there was always a generous response.

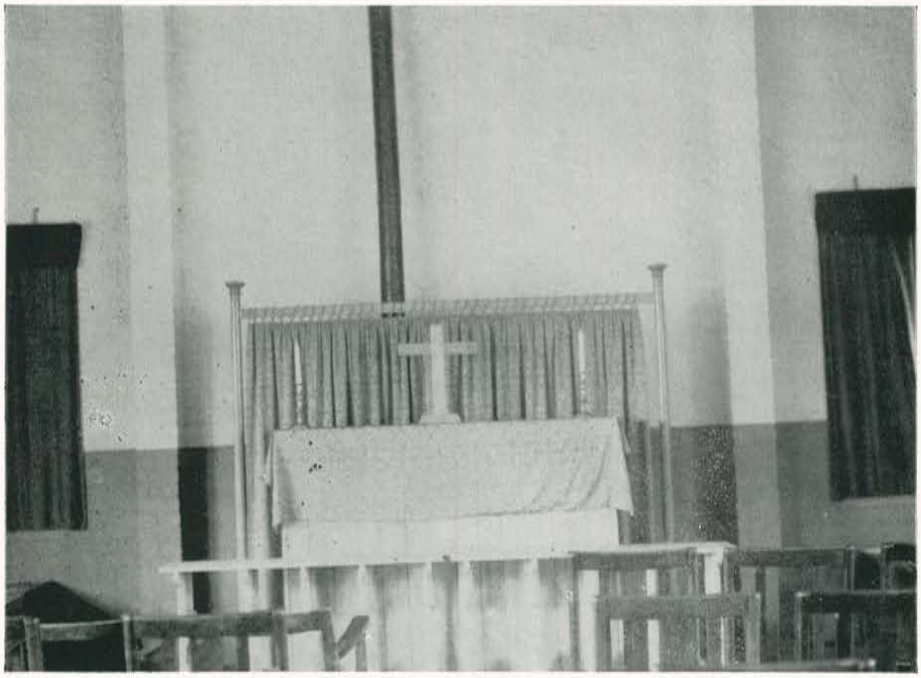
Religion played an important part in the lives of our men overseas, and we were grateful for the excellent religious care provided by our Chaplains. There were separate Protestant and Catholic Chapels on the Field, and transportation was always provided to enable the men of Jewish faith to attend their religious services, which were usually held in Norwich. Attendance at religious services was good, and every opportunity was provided the men to enable them to practice their religion.

In many other ways at various times the 445th amply demonstrated its courage, determination, loyalty, citizenship, devotion to duty, and other traits of character which made it one of the outstanding Groups of the Air Force. Many of the pertinent exploits of our men who were shot down over the European Continent while on combat missions must remain untold because most of the men did not get back to us after they were finally liberated. It is known that many of our men suffered great hardship during long months of confinement in German Prisoner of War Camps.

Of course we never claimed to be perfect. Just as every other organization, we had our shortcomings. On the whole, however, the blame for occasional blots on the Group record must really be placed on various individuals and their negligence, lack of judgment, or improper regard for responsibility. In all fairness, the real 445th Bomb Group was the Group which bombed Gotha, shared its weekly candy ration to provide a bit of pleasure for small British school children, donated blood for the wounded of the Ground Forces, and in many other ways demonstrated that it was fully worthy of a high place in Army Air Forces history.







VII

The Group Bombing Record

GROUP BOMBING — MISSION RECORD

Year	No. of Missions	Bomb Tonnage Dropped IB	GP	Other	Total	No. of Sorties	No. of Our Planes Lost	Enemy Planes Destroyed
1943	7	67	337	...	404	156	5	4
1944	203	1614	9426	516	11,556	4327	118	74
1945	70	490	3812	.....	4,302	1840	15	2
Total	280	2171	13,575	516	16,262	6323	138	80

GROUP CASUALTY RECORD

Year	No. of Missions	No. of Our Planes Lost	CASUALTIES Killed	Injured*	MIA**	ENEMY AIRCRAFT Destroyed	Probably Destroyed	Damaged
1943	7	5	7	4	44	4	2	4
1944	203	118	31	84	936	74	26	21
1945	70	15	4	24	152	2	7	6
Total	280	138	42	112	1132	80	35	31

* Most of these persons were eventually restored to active duty.

** Many of these became prisoners of war, and some were eventually found to have been killed in action.

FIFTEEN MOST HEAVILY BOMBED TARGETS

Target	No. of Missions	Approx. Tonnage Dropped
1. Brunswick, Germany	10	771
2. Siracourt, France	9	571
3. Magdeburg, Germany	7	459
4. Koblenz, Germany	6	443
5. Saarbrucken, Germany	5	366
6. Bonnieres, France	6	336
7. Munster, Germany	5	297
8. Hamburg, Germany	3	268
9. Hamm, Germany	5	254
10. Ulm, Germany	2	227
11. Berlin, Germany	5	222
12. Bremen, Germany	3	213
13. Kassel, Germany	3	205
14. Kiel, Germany	4	201
15. Gotha, Germany	3	135

NOTE: The Mission Record and all statistics contained in this Section of the History were based on the Mission Record as recorded by the Group Operations Section of the Group.

MISSION RECORD

No.	Date	Target	No. A/C Taking off	No. A/C Attacking Target	Type of Bombs Used	Results of Bombing	No. Our A/C Lost
1	Dec. 13, 1943	Kiel, Germany	15	12	500 GP	Unob.	0
2	Dec. 16, 1943	Bremen, Germany	24	24	100 IB-500 GP	Unob.	0
3	Dec. 20, 1943	Bremen, Germany	26	21	500 GP-500 IB	Unob.	1
4	Dec. 22, 1943	Osnabruck, Germany	28	24	500 GP	Unob.	2
5	Dec. 25, 1943	Bonnieres, France	35	35	500 GP	Fair	0
6	Dec. 30, 1943	Mannheim, Germany	26	19	100 IB	Unob.	1
7	Dec. 31, 1943	St. Jean D'Angely, Fr.	25	21	500 GP	Excellent	1
8	Jan. 4, 1944	Kiel, Germany	27	16	500 IB-500 GP	Unob.	1
9	Jan. 5, 1944	Kiel, Germany	23	17	500 M-1	Unob.	1
10	Jan. 7, 1944	Mannheim, Germany	18	16	500 M-1	Unob.	1
11	Jan. 11, 1944	Brunswick, Germany	25	21	500 IB	Unob.	0
12	Jan. 14, 1944	Bonnieres, France	24	24	500 GP	Poor	0
13	Jan. 21, 1944	Bonnieres, France	29	29	500 GP	Fair	0
14	Jan. 29, 1944	Frankfurt, Germany	28	26	100 IB	Unob.	0
15	Jan. 30, 1944	Brunswick, Germany	24	20	500 GP	Unob.	0
16	Feb. 2, 1944	Siracourt, France	28	25	500 GP	Unob.	1
17	Feb. 3, 1944	Russelsheim, Germany	15	15	100 IB	Unob.	0
18	Feb. 5, 1944	Tours, France	22	20	500 GP	Fair	0
19	Feb. 6, 1944	Siracourt, France	15	0	500 GP		0
20	Feb. 8, 1944	Watten, France	22	17	2000 GP	Fair	0
21	Feb. 10, 1944	Gilzerijen, Holland	12	10	500 GP	Unob.	0
22	Feb. 11, 1944	Bonnieres, France	23	1	500 GP	Good	0
23	Feb. 13, 1944	Bonnieres, France	22	21	500 GP	Good	0
24	Feb. 15, 1944	Siracourt, France	25	25	500 GP	Good	0
25	Feb. 20, 1944	Brunswick, Germany	35	33	500 GP	Unob.	3
26	Feb. 21, 1944	Diepholz, Germany	28	26	500 GP		0
27	Feb. 22, 1944	Gotha, Germany	27	2	120 M-1	Good	0
28	Feb. 24, 1944	Gotha, Germany	25	25	500 GP	Excellent	13
29	Feb. 25, 1944	Nurnberg, Germany	17	12	100 M-1	Unob.	0
30	Feb. 29, 1944	Lottingham, Germany	23	11	500 GP		0
31	Mar. 3, 1944	Orienburg, Germany	25	0	500 GP		0
32	Mar. 5, 1944	Cognac A/F, France	25	17	100 IB-500 GP	Unob.	2
33	Mar. 6, 1944	Berlin, Germany Gelle, Germany (T/O)	20	9 6	500 GP	Fair	0
34	Mar. 8, 1944	Erkner, Germany	25	16	100 IB-100 GP	Unob.	1
35	Mar. 9, 1944	Hannover, Germany	20	16	500 GP	Unob.	0
36	Mar. 13, 1944	Bonnieres, France	26	0	500 GP		0
37	Mar. 15, 1944	Brunswick, Germany	26	22	100 IB-100 GP	Unob.	1
38	Mar. 16, 1944	Friedrickshafen, Ger.	22	11	1000 GP	Unob.	2
39	Mar. 18, 1944	Friedrickshafen, Ger.	26	22	500 GP-100 IB	Poor	0
40	Mar. 20, 1944	Frankfurt, Germany	23	0	100 IB		1
41	Mar. 22, 1944	Berlin, Germany	23	20	100 IB-500 GP	Unob.	1
42	Mar. 23, 1944	Munster, Germany	24	0	100 IB-500 GP		0
43	Mar. 24, 1944	St. Dizier, France	14	13	100 IB	Good	0
44	Mar. 26, 1944	Siracourt, France	26	26	500 GP	Fair	0
45	Mar. 27, 1944	Pau A/F, France	24	24	500 GP	Excellent	4
46	Apr. 1, 1944	Ludwigshafen, Germany	26	22	100 IB-100 GP	Poor	2
47	Apr. 8, 1944	Brunswick, Germany	34	33	500 GP	Excellent	1
48	Apr. 9, 1944	Tutow, Germany	29	15	500 GP	Poor	0

No.	Date	Target	No. A/C Taking off	No. A/C Attacking Target	Type of Bombs Used	Results of Bombing	No. Our A/C Lost
49	Apr. 10, 1944	Tours, France	26	12	100 IB	Poor	0
50	Apr. 11, 1944	Oschersleben, Germany	26	24	1000 GP	Excellent	2
51	Apr. 12, 1944	Zwickau, Germany	26	0	100 IB		5
52	Apr. 13, 1944	Lauffen, Germany	18	15	100 IB	Unob.	2
53	Apr. 18, 1944	Rathenau, Germany	26	22	100 IB	Good	0
54	Apr. 19, 1944	Paderborn, Germany }	26	14	500 GP	Excellent	0
		Buren, Germany }		12			
55	Apr. 20, 1944	Wisernes France	26	26	1000 GP	Fair	3
56	Apr. 22, 1944	Koblenz, Germany	24	24	500 IB-100 GP	Fair	2
57	Apr. 24, 1944	Augsburg, Germany	24	21	100 IB	Excellent	1
58	Apr. 25, 1944	Landau, Germany	25	16	500 GP	Excellent	0
59	Apr. 26, 1944	Gutersloh, Germany	24	22	500 GP	Unob.	0
60	Apr. 27, 1944	Mimoydeques, France	18	18	1000 GP	Poor	0
61	Apr. 27, 1944	Chalons M/Y, France	26	24	500 GP	Good	0
62	Apr. 29, 1944	Berlin, Germany	14	10	1000 IB-1000 GP	Good	0
63	Apr. 30, 1944	Siracourt, France	18	16	1000 GP	Excellent	0
64	May 1, 1944	Watten, France	21	19	1000 GP	Unob.	0
65	May 1, 1944	Brussels, Belgium	12	12	1000 GP	Excellent	0
66	May 2, 1944	Siracourt, France	16	15	1000 GP	Unob.	0
67	May 7, 1944	Siracourt, France	29	27	100 IB-500 GP	Unob.	0
68	May 8, 1944	Brunswick, Germany	29	26	1000 GP	Unob.	2
69	May 9, 1944	Florennes, Belgium	28	26	100 M-30	Excellent	0
70	May 11, 1944	Belfort, France	27	12	500 GP	Good	0
71	May 12, 1944	Zeitz, Germany	26	20	250 GP	Excellent	0
72	May 13, 1944	Tutow, Germany	15	13	100 IB	Unob.	0
73	May 15, 1944	Siracourt, France	22	21	1000 GP	Unob.	0
74	May 19, 1944	Brunswick, Germany	32	23	500 IB-1000 GP	Fair	0
75	May 20, 1944	Rheims, France	15	13	1000 GP	Good	0
76	May 22, 1944	Siracourt, France	22	21	500 GP-1000 GP	Unob.	0
77	May 24, 1944	Orleans/Bricy, France	29	29	500 GP	Excellent	0
78	May 24, 1944	Orly A/F, France	37	36	500 GP	Good	0
79	May 25, 1944	Troyes, France	26	13	250 GP	Good	0
80	May 27, 1944	Saarbrucken, Germany	28	26	500 GP	Excellent	0
81	May 27, 1944	Fecamp, France	4	4	500 GP	Poor	0
82	May 28, 1944	Leuna, Germany	28	25	500 GP	Fair	1
83	May 29, 1944	Politz, Germany }	26	12	500 GP	Unob.	1
		Reindsburg, Germany }		14			
84	May 30, 1944	Oldenburg, Germany	36	34	500 GP-100 IB	Excellent	1
85	May 31, 1944	Lumes	27	0	2000 GP		1
86	June 2, 1944	Boulogne, France	24	23	2000 GP	Unob.	0
87	June 3, 1944	Berk-sur-Mer, France	11	11	500 GP	Poor	0
88	June 4, 1944	Romorantin, France	24	23	120 M-1	Good	0
89	June 6, 1944	Hamel-au-Petre, France	36	28	500 GP-100 IB	Unob.	0
90	June 6, 1944	St. Lo, France	12	0	500 GP		0
91	June 6, 1944	Caen, France	11	11	500 GP	Unob.	0
92	June 6, 1944	St. Lo,. France	22	21	500 GP	Excellent	0
93	June 7, 1944	Argentan, France	23	22	300 GP-250 GP	Unob.	0
94	June 8, 1944	Rennes, France	35	17	1000 GP-2000 GP	Poor	2
95	June 10, 1944	Dreux, France	23	15	250 GP	Excellent	1
96	June 11, 1944	Loire River Br., France	23	0	2000 GP-1000 GP		0

No.	Date	Target	No. A/C Taking off	No. A/C Attacking Target	Type of Bombs Used	Results of Bombing	No. Our A/C Lost
97	June 11, 1944	Cornelles En Vix, Fr.	11	11	250 GP	Poor	0
98	June 12, 1944	Conches, France	12	12	2000 GP-250 GP	Excellent	0
99	June 13, 1944	Rennes, France	22	18	1000 GP-2000 GP	Fair	1
100	June 13, 1944	Guer & Montfort, Fr.	33	21	500 GP	Unob.	0
101	June 15, 1944	Cinq Mar, France	36	34	500 GP	Excellent	0
102	June 17, 1944	Bretigny, France	22	15	500 GP	Unob.	0
103	June 18, 1944	Stade A/F, Germany	48	45	500 GP-100 IB 100 M-1	Unob.	0
104	June 19, 1944	Vignacourt, France	11	11	100 GP	Unob.	0
105	June 19, 1944	Vignacourt, France	11	11	100 GP	Unob.	0
106	June 20, 1944	St. Martins, France	11	11	500 GP	Poor	1
107	June 20, 1944	Politz Oil Refinery, Ger.	24	22	500 GP		1
108	June 21, 1944	Berlin, Germany	45	34	500 GP-500 IB	Unob.	2
109	June 23, 1944	Sautrecourt, France	24	22	100 GP-100 M-1	Excellent	0
110	June 24, 1944	Bretigny, France	24	0	100 GP		0
111	June 24, 1944	Mazingarbe, France	12	0	100 GP		0
112	June 25, 1944	Mazingarbe, France	24	18	100 GP	Good	0
113	June 25, 1944	Buc A/F, France	12	11	500 GP		0
114	June 27, 1944	Creil M/Y, France	11	9	500 GP		1
115	June 28, 1944	Saarbrucken, Germany	34	30	250 GP		0
116	June 29, 1944	Kothen, Germany	34	27	500 GP	Excellent	0
117	July 2, 1944	Sautrecourt, France	22	13	500 GP	Unob.	0
118	July 5, 1944	Mery Sur Oise, France	22	18	1000 GP	Unob.	0
119	July 6, 1944	Tact. Tar. 14 (Mont Louis Feam, Vignacourt Hasi-Maisnel)	36	30	500 GP	Excellent	0
120	July 7, 1944	Lutzkendorf, Germany	36	30	100 GP	Excellent	0
121	July 8, 1944	St. Quentin, France	24	0	1000 GP		0
122	July 11, 1944	Munich A/F, Germany	34	30	500 GP-100 GP	Unob.	3
123	July 12, 1944	Munich, Germany	46	43	500 GP-500 E[illegible] Prop. Bombs	Unob.	0
124	July 13, 1944	Saarbrucken, Germany	24	20	500 IB	Unob.	0
125	July 16, 1944	Saarbrucken, Germany	34	34	350 T-1-500 GP	Unob.	0
126	July 17, 1944	Nanteil-sur-Marne, Fr.	36	30	1000 GP	Excellent	0
127	July 18, 1944	Area Bombing	43	43	100 GP	Poor	0
128	July 19, 1944	Leipheim A/F, Germany	44	37	500 M-1-500 GP	Excellent	0
129	July 20, 1944	Gotha, Germany	36	29	500 GP-100 M-1	Excellent	0
130	July 21, 1944	Rheims A/F	36	35	100 IB-500 GP	Unob.	0
131	July 23, 1944	Laon-Couvron, France	34	30	100 GP	Unob.	0
132	July 24, 1944	St. Lorea	47	0	250 GP		0
133	July 25, 1944	Tact. Tar. 19	47			Excellent	0
134	July 28, 1944	Paris Fuel Dump, Fr.	48	0	500 IB-250 GP		1
135	July 29, 1944	Bremen, Germany	34	31	250 GP-500 IB	Unob.	0
136	July 31, 1944	Ludwigshafen, Germany	36	31	500 GP-500 IB Prop. Bombs	Unob.	0
137	Aug. 1, 1944	Nantieul, France	36	33	1000 GP	Poor-Good	0
138	Aug. 2, 1944	Sens, Fr., Fuel Dump	27	25	250 GP	Excellent	0
139	Aug. 3, 1944	Estampes A/F, Orly, Melun M/Y, France	36	34	250 GP-500 GP	Fair	0
140	Aug. 4, 1944	Scherine	36	29	100 IB-500 GP	Good	0
141	Aug. 4, 1944	Lens M/Y, France	6	6	100 IB-500 GP	Good	0

No.	Date	Target	Taking off	Attacking Target	Type of Bombs Used	Results of Bombing	No. Our A/C Lost
142	Aug. 5, 1944	Brunswick, Germany	48	45	100 IB-500 GP	Good	0
143	Aug. 6, 1944	Hamburg, Germany	33	32	250 GP	Excellent	0
144	Aug. 7, 1944	Aire, France	24	0	100 GP		1
145	Aug. 8, 1944	Tact. Tar. 25	36	36	500 GP-250 GP	Excellent	0
146	Aug. 9, 1944	Saarbrucken, Germany	34	29	250 GP	Unob.	0
147	Aug. 11, 1944	Strasbourg Fuel Dump, France	23	23	250 GP	Excellent	0
148	Aug. 13, 1944	Isle of St. Malo, Fr.	44	43	1000 GP-2000 GP	Excellent	0
149	Aug. 14, 1944	Fisme, France	34	34	1000 GP-2000 GP	Unob.	0
150	Aug. 15, 1944	Zwischenahn, Germany	36	36	100 GP	Good	0
151	Aug. 16, 1944	Dessau, Germany	36	34	500 GP	Excellent	2
152	Aug. 18, 1944	Neft A/F, Germany	24	24	500 IB	Excellent	0
153	Aug. 24, 1944	Brunswick, Germany	36	34	500 IB-500 GP	Good	0
154	Aug. 25, 1944	Wismar A/F, Germany Hangerson, Germany	48	33 11	500 IB-500 GP	Excellent	0
155	Aug. 26, 1944	Emmerich, Germany Eindhoven, Holland	24	24	250 GP	Unob.	0
156	Aug. 27, 1944	Oranienburg, Germany	36	0	500 IB-250 GP		0
157	Aug. 30, 1944	Flers, France	22	21	250 GP		0
158	Sept. 5, 1944	Karlsruhe, Germany	22	10	500 GP	Poor	0
159	Sept. 8, 1944	Karlsruhe, Germany	30	20	500 IB	Good	0
160	Sept. 9, 1944	Mainz, Germany	40	34	500 GP Prop.	Unob.	2
161	Sept. 10, 1944	Ulm M/Y, Germany	39	38	500 GP-500 IB	Unob.	0
162	Sept. 11, 1944	Hannover, Germany	40	37	500 GP-250 GP	Unob.	0
163	Sept. 12, 1944	Hannover, Germany	24	21	500 GP-250 GP	Unob	1
164	Sept. 13, 1944	Ulm, Germany	40	39	500 IB-500 GP	Unob	1
165	Sept. 21, 1944	Koblenz M/Y, Germany	21	21	500 IB-500 GP	Unob.	0
166	Sept. 22, 1944	Kassel, Germany	24	23	500 IB-500 GP	Unob.	0
167	Sept. 25, 1944	Koblenz, Germany	39	36	500 IB-500 GP	Unob.	0
168	Sept. 26, 1944	Hamm M/Y, Germany	27	18	1000 GP-500 IB Prop. Bomb	Unob.	0
169	Sept. 27, 1944	(Kassel) Gottingen, Ger.	37	37	1000 GP	Unob.	25
170	Sept. 28, 1944	Kassel, Germany	10	10	1000 GP-500 GP	Unob.	0
171	Sept. 30, 1944	Hamm M/Y, Germany	10	10	500 IB	Unob.	0
172	Oct. 2, 1944	Hamm M/Y, Germany	20	20	500 GP-Prop.	Excellent	0
173	Oct. 3, 1944	Lackenspeydorf, Ger.	30	27	500 GP	Excellent	0
174	Oct. 5, 1944	Rheine, Germany	30	26	500 GP	Excellent	0
175	Oct. 6, 1944	Hamburg, Germany	30	29	500 GP-Prop.	Excellent	0
176	Oct. 7, 1944	Kassel, Germany	40	40	1000 GP-500 IB	Excellent	0
177	Oct. 9, 1944	Koblenz, Germany	32	31	100 GP-500 IB	Unob.	0
178	Oct. 12, 1944	Osnabruck, Germany	32	30	500 GP-500 IB Prop. Bombs	Good	0
179	Oct. 13, 1944	Kaiserlautern, Germany	10	10	500 GP	Unob.	0
180	Oct. 18, 1944	Koln, Germany	24	13	500 IB-250 GP	Unob.	0
181	Oct. 15, 1944	Reischoltz O/R, Ger.	24	24	500 GP-250 GP	Unob.	0
182	Oct. 17, 1944	Koln, Germany	36	34	500 IB-500 GP 500 MK12	Unob.	0
183	Oct. 18, 1944	Leverkusen, Germany	10	10	250 GP-500 GP 500 MK17	Unob.	0
184	Oct. 19, 1944	Mainz, Germany	21	10	500 IB-500 GP	Unob.	0
185	Oct. 22, 1944	Hamm, Germany	33	33	500 GP-500 IB 250 GP	Unob.	0
186	Oct. 25, 1944	Gelsenkirchen, Ger.	11	11	500 GP-250 GP	Unob.	0

No.	Date	Target	No. A/C Taking off	No. A/C Attacking Target	Type of Bombs Used	Results of Bombing	No. Our A/C Lost
187	Oct. 25, 1944	Neumunster, Germany	11	11	500 GP-500-IB	Unob.	0
188	Oct. 26, 1944	Minden, Germany	32	32	1000 GP-2000 GP	Unob.	0
189	Nov. 9, 1944	Metz, France	31	30	2000 GP	Poor	0
190	Nov. 10, 1944	Hanau, Germany	29	27	100 GP	Unob.	2
191	Nov. 11, 1944	Bottrop O/R, Germany	10	10	250 GP	Unob.	0
192	Nov. 21, 1944	Hamburg, Germany	33	33	250 GP	Unob.	1
193	Nov. 25, 1944	Bingen, Germany	31	29	500 GP	Unob.	0
194	Nov. 26, 1944	Misberg, Germany	31	29	500 GP	Unob.	5
195	Nov. 27, 1944	Offenburg, Germany	20	14	500 IB	Good	0
196	Nov. 29, 1944	Attenbeken, Germany	31	29	1000 GP	Unob.	1
197	Nov. 30, 1944	Homburg, Germany	21	20	100 IB	Unob.	1
198	Dec. 4, 1944	Bebra, Germany	31	30	500 GP-500 IB	Unob.	0
199	Dec. 5, 1944	Munster, Germany	34	34	500 GP	Unob.	0
200	Dec. 10, 1944	Bingen, Germany	20	18	100 GP	Unob.	0
201	Dec. 11, 1944	Hanau, Germany	41	37	500 IB-500 GP 100 IB	Unob.	2
202	Dec. 12, 1944	Hanau M/Y, Germany	38	33	500 GP-100 GP	Poor	1
203	Dec. 19, 1944	Ehrang, Germany	32	7	500 GP-500 IB	Unob.	0
204	Dec. 23, 1944	Junkerath, Germany	10	8	500 GP	Fair	0
205	Dec. 24, 1944	Bitburg, Germany Wolsfield, Mayen & Arzfeld	45	18 23	500 GP-250 GP	Excellent	1
206	Dec. 25, 1944	Gerolstein, Germany Prum, Ger. (t/o)	31	21 9	500 IB-500 GP	Excellent	1
207	Dec. 28, 1944	Homburg, Germany Zweibrucken, Ger. (t/o)	29	9 20	250 GP-500 IB	Unob.	0
208	Dec. 29, 1944	Zulpich, Germany	31	30	500 GP-250 GP	Unob.	0
209	Dec. 30, 1944	Euskirchen, Germany	31	30	500 GP	Unob.	0
210	Dec. 31, 1944	Koblenz, Germany	31	31	1000 GP-500 GP 2000 GP	Unob.	1
211	Jan. 1, 1945	Neuwaie, Germany	24	23	1000 GP	Unob.	1
212	Jan. 2, 1945	Glus, Germany	29	28	1000 GP	Unob.	0
213	Jan. 3, 1945	Pirmasens, Germany	31	27	500 GP	Unob.	0
214	Jan. 5, 1945	Somernheim, Germany	31	29	500 IB-500 GP 250 GP	Good	0
215	Jan. 6, 1945	Koblenz, Germany	32	31	500 IB-500 GP 250 GP	Poor	0
216	Jan. 7, 1945	Zweibrucken, Germany	22	22	500 GP-500 IB	Unob.	0
217	Jan. 10, 1945	St. Vith, Belgium	21	14	1000 GP	Unob.	0
218	Jan. 13, 1945	Rudesheim RR Br., Ger.	21	19	1000 GP	Unob.	0
219	Jan. 14, 1945	Erman, Germany	31	29	500 GP	Good	0
220	Jan. 15, 1945	Reutlingen, Germany Mahlberg, Ger. (t/o) Tubingen, Ger. (t/o)	31	20 1 7	500 IB-500 GP	Good	0
221	Jan. 16, 1945	Magdeburg, Germany	32	29	500 GP	Good	0
222	Jan. 17, 1945	Harburg O/R, Ger.	11	10	500 GP	Good	0
223	Jan. 28, 1945	Dortmund, Germany Weidenbruck, Ger. (t/o)	19	14 3	1000 GP-500 GP	Fair	0
224	Jan. 29, 1945	Hamm, Germany	30	30	1000 GP-500 GP	Unob.	0
225	Jan. 31, 1945	Halendorf, Germany	37	0	1000 GP		0
226	Feb. 3, 1945	Magdeburg, Germany Bremerhausen, Ger. (t/o)	41	31 3	500 GP	Unob.	0
227	Feb. 6, 1945	Magdeburg, Germany	41	41	500 GP	Unob.	0
228	Feb. 9, 1945	Bielefeld, Germany	36	35	1000 GP	Unob.	0

No.	Date	Target	No. A/C Taking off	No. A/C Attacking Target	Type of Bombs Used	Results of Bombing	No. Our A/C Lost
229	Feb. 11, 1945	Dulmen, Germany	6	5			0
230	Feb. 14, 1945	Magdeburg, Germany	33	32	500 IB-500 GP	Unob.	0
231	Feb. 15, 1945	Magdeburg, Germany	44	42	500 GP	Unob.	0
232	Feb. 16, 1945	Rheine, Germany	32	32	500 GP	Unob.	0
233	Feb. 19, 1945	Jungenthal, Germany	31	31	500 IB	Unob.	0
234	Feb. 21, 1945	Nurnberg, Germany	44	39	500 IB-500 GP	Unob.	0
235	Feb. 22, 1945	Halberstadt, Ger.	46	21	500 GP	Good	0
		Vienenburg, Ger.		13			
		Nordhausen, Ger		11			
236	Feb. 23, 1945	Paderborn, Germany	33	31	500 GP	Unob.	1
237	Feb. 24, 1945	Leherte, Germany	33	19	500 GP-500 IB	Unob.	1
		Misberg, Germany		11	250 GP		
238	Feb. 25, 1945	Giebelstadt, Germany	31	31	500 IB-250 GP	Good	0
239	Feb. 26, 1945	Berlin M/Y, Germany	33	31	500 IB-500 GP	Unob.	0
240	Feb. 27, 1945	Halle, Germany, M/Y	42	40	500 GP	Unob.	2
241	Feb. 28, 1945	Arnesburg, Germany	31	31	500 GP	Unob.	0
242	Mar. 1, 1945	Ingolstadt M/Y, Ger.	30	29	500 IB-500 GP	Unob.	0
243	Mar. 2, 1945	Magdeburg, Germany	33	27	500 GP	Good	0
244	Mar. 3, 1945	Magdeburg, Germany	22	22	500 GP	Fair	2
245	Mar. 4, 1945	Belfort-Reullingie, Fr.	20	4	500 IB-500 GP	Unob.	0
246	Mar. 5, 1945	Harburg, Germany	11	11	500 GP	Unob.	0
247	Mar. 7, 1945	Soest M/Y, Germany	21	21	500 IB-500 GP 250 GP	Unob.	0
248	Mar. 8. 1945	Siegen, Germany	31	31	250 GP-500 GP	Unob.	0
249	Mar. 9, 1945	Munster, Germany	31	31	500 IB-500 GP 100 GP	Unob.	0
250	Mar. 10, 1945	Bielefeld, Germany	31	31	1000 GP	Unob.	0
251	Mar. 11, 1945	Kiel, Germany	33	33	500 GP	Unob.	0
252	Mar. 12, 1945	Swinemunde, Germany	33	33	1000 GP	Unob.	0
253	Mar. 15, 1945	Zossen, Germany	33	31	1000 GP-500 GP	Good	1
254	Mar. 17, 1945	Munster, Germany	30	30	500 GP-100GP	Unob.	1
255	Mar. 18, 1945	Henningsdorf, Ger.	33	20	100 IB	Poor	0
		Tegel, Germany		11			
256	Mar. 19, 1945	Neuberg A/F, Ger.	22	21	500 GP-500 IB	Good	0
257	Mar. 20, 1945	Heligoland, Germany	11	0	500 GP		1
258	Mar. 21, 1945	Achmer A/F, Germany	40	38	500 GP-100 GP	Excellent	0
259	Mar. 21, 1945	Essen, Germany	5	5	500 GP	Good	0
260	Mar. 22, 1945	Giebelstadt, Ger.	33	21	500 GP-100 GP	Excellent	0
		Wurzburg, Germany		8			
261	Mar. 23, 1945	Munster M/Y, Ger.	22	21	500 GP	Good	1
262	Mar. 24, 1945	Wesel, Ger., Area	27	27	(Cargo)	Good	2
263	Mar. 24, 1945	Stormede A/F, Ger.	11	11	500 GP-100 GP	Good	0
264	Mar. 25, 1945	Ehman O/R, Germany	22	21	300 GP-250 GP	Good	0
265	Mar. 30, 1945	Wilhelmshaven, Ger.	33	33	300 GP-250 GP	Good	0
266	Mar. 31, 1945	Brunswick, Germany	32	30	500 GP	Unob.	0
267	Apr. 1, 1945	Perlberg A/F, Germany	44	11	500 GP-500 IB	Fair	2
268	Apr. 6, 1945	Halle Army Hq., Ger.	27	27	500 GP-500 IB 250 GP	Unob.	0
269	Apr. 7, 1945	Duneberg, Germany	33	31	500 GP	Good	1
270	Apr. 8, 1945	Furth, Germany	33	31	500 GP-500 IB 1000 GP	Good	0

No.	Date	Target	No. A/C Taking off	No. A/C Attacking Target	Type of Bombs Used	Results of Bombing	No. Our A/C Lost
271	Apr. 9, 1945	Memmingen A/F, Ger.	33	33	300 GP-100 GP 250 GP	Good	0
272	Apr. 10, 1945	Rechlin A/F, Ger.	32	20	500 IB-500 GP	Good	0
273	Apr. 11, 1945	Amberg, Germany	33	33	1000 GP-500 GP	Good	0
274	Apr. 14, 1945	Royan, France	33	33	1000 GP-2000 GP	Good	0
275	Apr. 15, 1945	Royan, France	34	33	500 IB-Napalm	Good	0
276	Apr. 16, 1945	Rosensheim, Ger.	33	31	500 GP	Fair	0
277	Apr. 17, 1945	Falkenau, Germany	16	15	1000 GP-500 GP	Good	0
278	Apr. 18, 1945	Passau RR Br., Ger.	28	28	1000 GP-500 GP	Good	0
279	Apr. 20, 1945	Klatovy RR Junc., Czechoslovakia	28	28	500 GP	Good	0
280	Apr. 25, 1945	Salzburg, Austria	19	19	500 IB-250 GP	Fair	0

BEST RUNNER UP OF THIS WEEK

LOCOMOTIVE & MOTOR WORKS:

MPI of attack.

2D WING COME-BACK ON KASSEL!

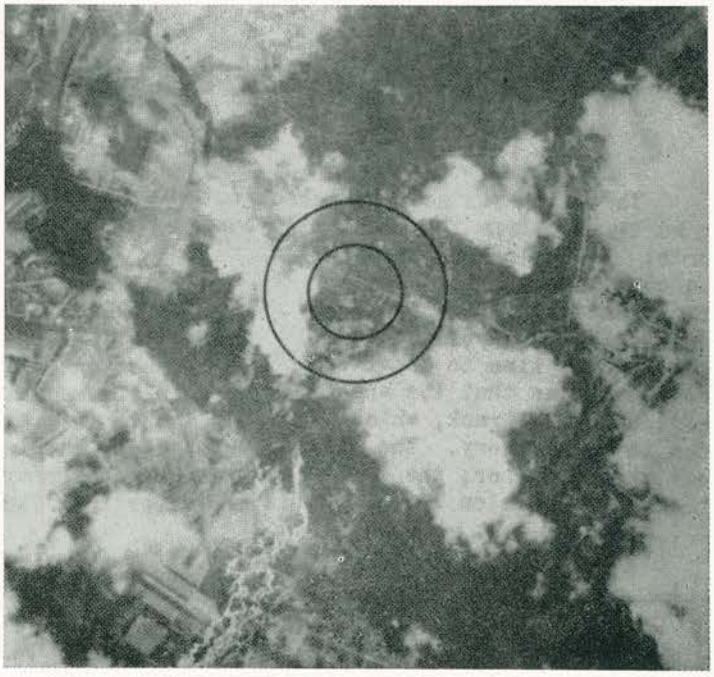
445th ROARS BACK FROM 9-COUNT TO TIE 389th SCORE

The fighting spirit that springs from deep down inside propelled the 445th this week to one of this war's epic air come-backs. The preceding day at Kassel they were slashed heavily by one of the most determined German fighter attacks yet seen. This Ruhr marshalling yard and motor works was something the Huns could not afford to give up.

With scarcely time to regain breath, the 445th returned to this same target the next day. Displaying great determination and skill, with 2/Lt. Charles B. Gilfeather as Lead Bombardier, they plummeted their bombs into the pay heart of the Kassel motor and locomotive works. Clouds and bomb-smoke of the preceding 389th Group prevented detailed count of the hits, but PRUs have confirmed that their damage was excellent.

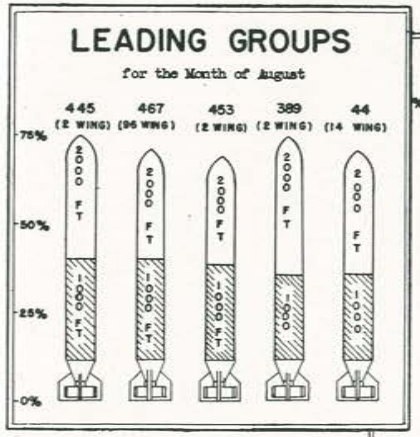
389th, led by Bombardier Capt. R.B. Williams, was seen to place at least 55% of their hits within 2000 feet of the MPI, and their non-counting bombs plastered pay territory for added damage.

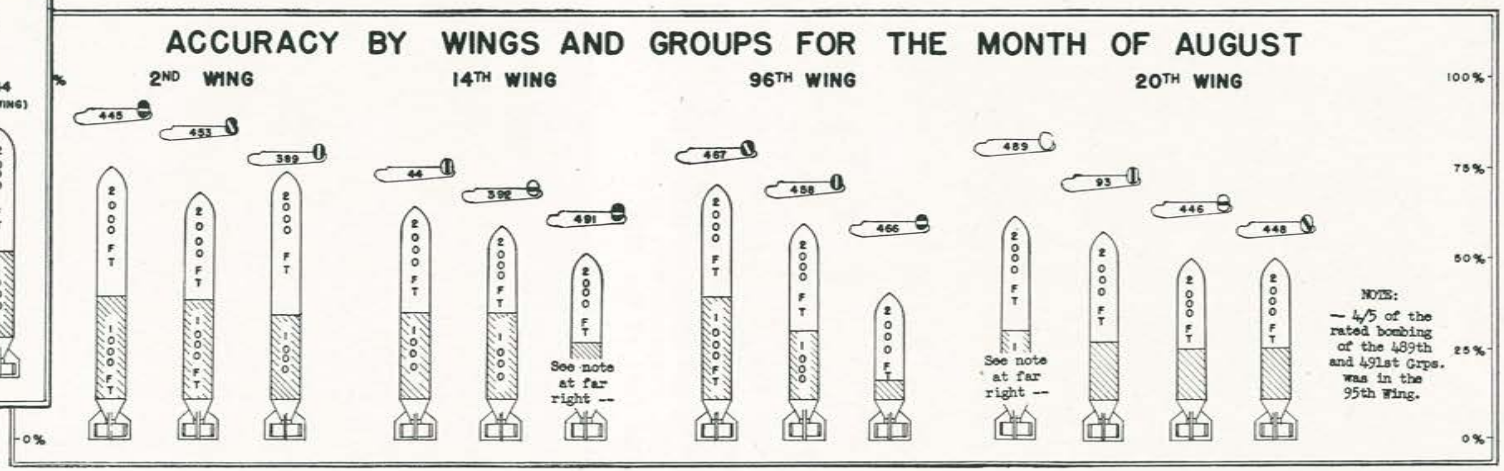
The vital priority of this target was proved by the Germans themselves, and the achievement of the 445th in returning successfully to defy the defenders deserves a niche in the Air Force hall of fame!



PART OF HITS VISIBLE:

Balance of pattern of 389th and 445th Groups became cloud-obscured. Averaged an excellent PFF run.





2 BD ACCURACY HITS NEW HIGH IN AUGUST!

You can shake the hand of the nearest crew member, for we hit our biggest jackpot of bombing precision during August. It's the most accurate month in 2BD's history...and every man on the crew had to be good to make this possible. The entire Air Force had an excellent month, but 2BD landed even more than its quota. The 8th Air Force increase was 5½% more hits within 2000 feet than in July, and our Lib Division jumped its accuracy by 10%!

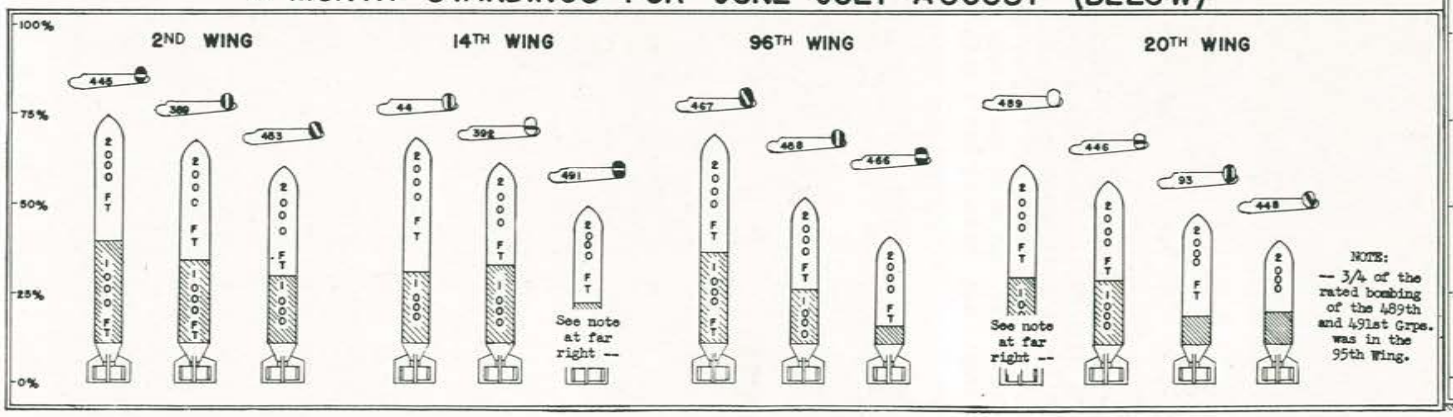
Most desired by crew members are comparative statistics of their Wings and Groups, which are here presented. All will agree, however, that relative scoring cannot be altogether just...there is no equality of targets and conditions of enemy resistance. Any Group may appear low through no fault of the crew members. Most important is the entire Division upswing, in which all members can share credit.

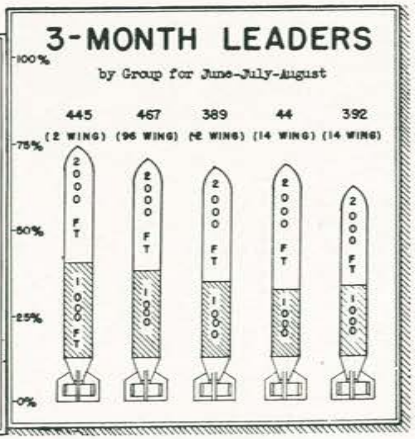
For Group and Wing statistics, 2BD Headquarters evaluations are now used in place of Operational Research Section reports. 2BD evaluates more individual bombings, whereas ORS seeks primarily overall damage and planning for 8th Air Force. This change does not increase our ratings...ORS percentages show an average nearly 5% higher, but are based on more exclusions (less attacks) and may give a less adequate picture of individual Groups.

Included are visual attacks only, excluding PFF, post-holing missions and targets of opportunity.

2ND WING LEADS SCORING ANALYSIS; 445TH TOPS GROUPS

3-MONTH STANDINGS FOR JUNE-JULY-AUGUST (BELOW)





FROM TARGET: VICTORY, SEPTEMBER 9, 1944

BEST RUNNER-UP OF THIS WEEK

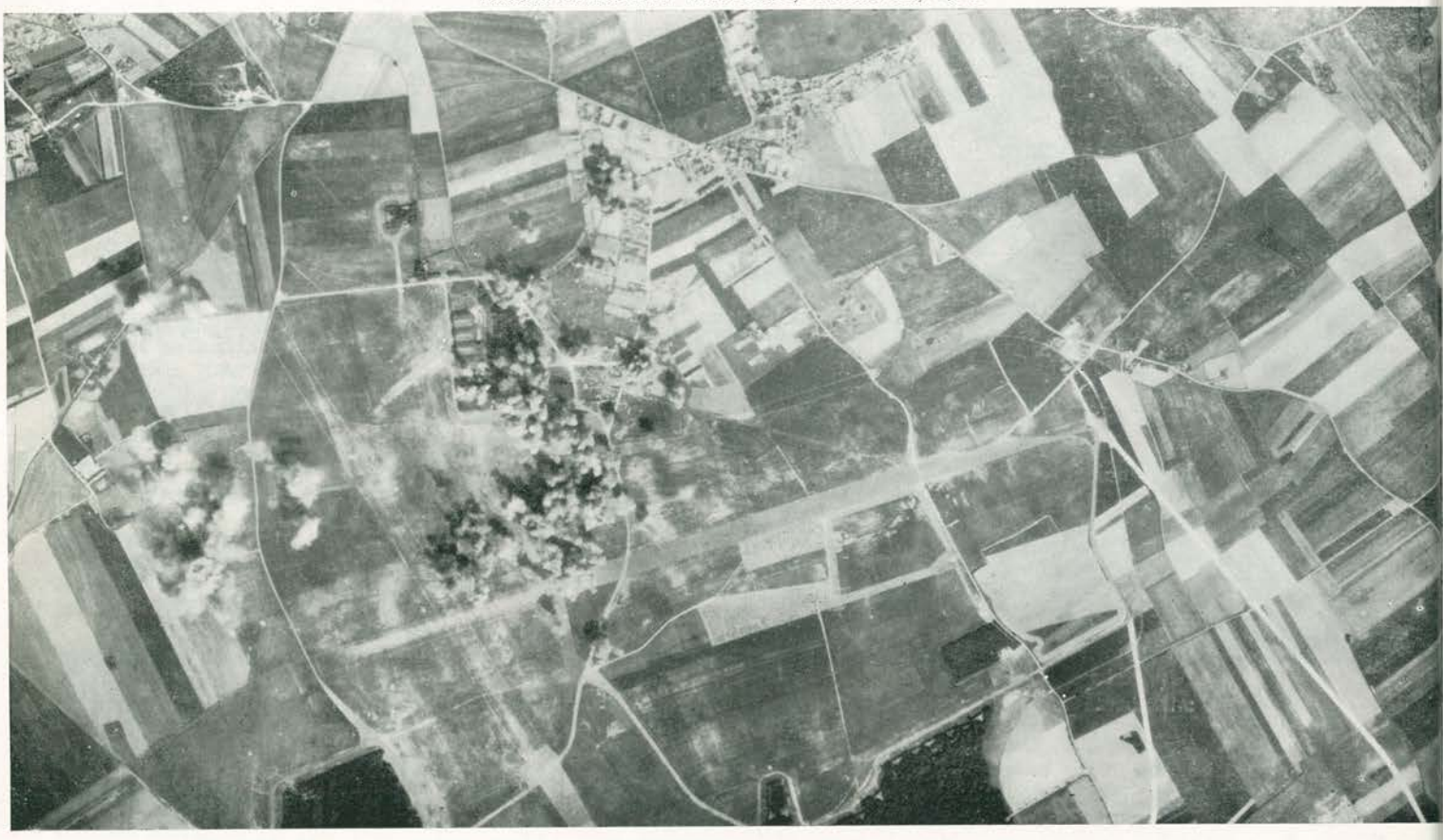
BACK TO FURTH- 445TH LEADS HITS

Famed as the victim of a record knockout from 2AD Libs during the "Big Week" attacks on aircraft production in February 1944, Furth aircraft center got in the way again this week until 2nd Wing put it away once more.

445th Bomb Group captured the encore honors, averaging 94% in 2000', and (better) 80% within 1000' of the vital MPIs. Lead bombardiers were Lt. Hurd, Lt. Musser, Lt. Harmrick.

389th and 453rd Groups followed powerfully with 98% and 82%, respectively, in 2000', 70% and 50% averages within 1000 feet of the MPIs.

FROM TARGET: VICTORY, APRIL 11, 1945



BRETIGNY

GIEBELSTADT AIRFIELD

WURZBURG

MUNSTER

WILHELMSHAVEN ·

Unaufhaltsamer Vormarsch an allen Fronten

Auch die letzten strategischen Hoffnungen der deutschen Führung sind jetzt endgültig zunichte geworden. Das OKW wollte durch Massierung aller im Osten und an anderen Fronten entbehrlichen Kräfte die alliierten Landungen in West-Europa auffangen und zerschlagen, um dann mit gesammelter Kraft die Lage im Osten wieder herzustellen. Inzwischen sollten die deutschen Truppen im Osten und Süden hinhaltend kämpfen, bis die deutschen Divisionen ihre Aufgabe vollendet hatten.

Aber jetzt hat sich erwiesen, dass der ständige Fortgang der alliierten Operationen im Westen nicht mehr zu verhindern ist, während über die deutschen Armeen im Osten zugleich ein Sturm hereingebrochen ist, dem sie nicht mehr gewachsen sind. Die Zertrümmerung der deutschen Truppen in Italien geht inzwischen weiter.

Das ist die wirkliche Lage. Damit sind auch die letzten Vorbedingungen für den endgültigen Sieg der Alliierten erfüllt.

ITALIEN:

Die alliierte Offensive geht weiter

In Italien geht der alliierte Vormarsch unaufhaltsam weiter. Im Augenblick, da diese „Luftpost" in Druck geht, steht die britische 8. Armee vor Ancona, während die amerikanische 5. Armee nur noch wenige Kilometer von der grossen Hafenstadt Livorno entfernt steht. In der Mitte der Front haben französische Truppen unter General Juin die Stadt Siena erobert.

Auf ihrem Rückzug von ihren alten Stellungen südlich von Rom bis zu den gegenwärtigen Kampfräumen haben die deutschen Truppen so schwere Verluste an Menschen und Material erlitten, dass sie nicht mehr in der Lage sind, eigene Nachhuten zur Deckung ihres Rückzuges zu stellen.

Reserven mussten aus Ober-Italien, Dänemark und sogar aus Frankreich herangebracht werden, um den deutschen Rückzug zu decken.

Diese Reserven waren eigentlich dazu bestimmt, die neue deutsche Abwehrlinie Pisa-Florenz-Rimini zu verstärken, da der deutsche Oberbefehlshaber kaum hoffen kann, mit seinen dezimierten Truppen diese Stellungen ausreichend bemannen zu können.

Statt dessen mussten jedoch diese frisch herangebrachten Reserven schon jetzt in den Kampf geworfen werden, noch bevor die zurückflutenden deutschen Truppen diese Auffangstellungen erreicht hatten.

Florenz selbst, in der Mitte der neuen deutschen Riegelstellung, ist inzwischen von den Deutschen bereits zur offenen Stadt erklärt worden.

Von Flugzeugen des alliierten Mittelmeer-Kommandos wurden im Monat Juni insgesamt 480 deutsche Flugzeuge zerstört.

Rommel gegen Montgomery

Feldmarschall Rommel hat nach zuverlässigen Berichten persönlich die Führung der deutschen Truppen in der Normandie übernommen.

Damit steht Rommel zum zweiten Mal dem britischen General Montgomery gegenüber, der ihn schon einmal in Afrika vernichtend geschlagen hat.

40 : 60

Wie aus dem Hauptquartier des Alliierten Oberkommandos mitgeteilt wird, stehen jetzt 40 v.H. der deutschen Wehrmacht im Einsatz gegen die Anglo-Amerikaner. Die anderen 60 v.H. stehen an der Ostfront.

Von den deutschen Panzerverbänden werden sogar mehr als 40 v.H. durch die anglo-amerikanischen Operationen gebunden.

DER GENERAL ERGIBT SICH

Vor dem Hauptquartier des Befehlshabers der deutschen Truppen in Cherbourg, einem tiefen Tunnel zehn Meter unter der Erde, erschien am 27. Juni ein deutscher Leutnant mit der weissen Fahne. Kurz darauf folgte der deutsche Befehlshaber selbst, Generalleutnant von Schlieben (unser Bild links).

Versprengte deutsche Kampfgruppen in Cherbourg, die nichts davon wussten, dass ihr General sich bereits ergeben hatte, setzten auch hinterher den Widerstand noch kurze Zeit fort. Dabei verloren zahlreiche deutsche Soldaten ihr Leben.

Rommel griff zu spät an

Schwere Panzerkämpfe im Raum von Caen

Im Raum südwestlich von Caen haben Truppen der 2. britischen Armee unter Generalleutnant Dempsey den Fluss Ordon überschritten. Gegen diesen Brückenkopf, der einen gefährlichen Keil in die deutsche Front getrieben hatte, setzte Feldmarschall Rommel die bisher grösste Konzentration deutscher Panzerverbände im Westen ein. Teile von nicht weniger als 7 deutschen Panzer-Divisionen wurden in diesem Raum bisher festgestellt.

Alle deutschen Gegenangriffe sind bisher unter schweren deutschen Panzerverlusten gescheitert.

Diese Verluste wiegen um so schwerer, als es sich um sogenannte echte Verluste handelt, d.h. Rommel ist nicht in der Lage, die abgeschossenen oder beschädigten deutschen Panzer abschleppen und reparieren zu lassen.

Denn das gesamte Kampfgelände liegt unter dem Feuer der britischen Artillerie, die jeden solchen Panzerrettungsversuch unmöglich macht.

Aber auch der Ersatz der abgeschossenen deutschen Panzer durch Reserve-Panzer wird immer schwieriger.

Erstens haben die deutschen Panzer-Divisionen nicht genügend Panzer zur Verfügung.

Zweitens aber liegen die Anmarschstrassen der deutschen Reserven unter dem ständigen Bombenhagel der alliierten Flugzeuge. Die deutschen Truppen erleiden damit schon auf dem Marsch hohe Ausfälle an Menschen und Material, da die deutsche Luftwaffe nicht mehr in der Lage ist, Jägerschutz zu gewähren. Die deutschen Verbände erreichen daher die Hauptkampflinie vielfach nur in kleineren, zersprengten Gruppen.

Rommels Versuche, durch massierte Panzerangriffe den alliierten Landekopf jetzt noch einzudrücken, kommt zu spät. Dazu sind die Alliierten in der Normandie schon zu stark geworden, da sie ungehindert durch deutsche Angriffe in der Luft oder von der See her ununterbrochen Nachschub an Menschen und Material an Land setzen konnten.

Dagegen war Rommel nicht in der Lage, in den ersten entscheidenden Tagen, als er vielleicht noch eine Erfolgschance hatte, genügend Reserven heranzubringen. Der Zustand der Brücken, Eisenbahnen und Strassen hinter der deutschen Front, zerstört von vorangegangenen alliierten Luftangriffen oder durch die französischen Streitkräfte der inneren Front, machte dies unmöglich.

Der Fall von Cherbourg

Mit dem Fall von Cherbourg haben die Alliierten einen Hafen in die Hand bekommen, der es ihnen von jetzt an noch leichter machen wird, immer mehr Menschen und Material an Land zu bringen.

Zwar haben die Deutschen Sprengungen und Zerstörungen an den Hafenanlagen vorgenommen, aber das haben sie auch schon in anderen Häfen getan, die sie aufgeben mussten.

Trotzdem dauerte es beispielsweise in Tripolis nur 24 Stunden, bis eine Fahrrinne geöffnet worden war. Nach 48 Stunden waren schon 2 000 Tonnen Ladung an Land gebracht worden, und nach kurzer Zeit konnten hier täglich 5000 Tonnen gelöscht werden. In Neapel wurden einen Monat nach der Eroberung durch die Alliierten sogar 6000 Tonnen täglich gelöscht.

Der Endkampf um Cherbourg begann am 22. Juni, nachdem amerikanische Panzerverbände am Tage vorher die Westküste der Cherbourg-Halbinsel erreicht und die deutsche Besatzung damit abgeschnitten hatten.

Die deutschen Truppen leisteten noch vier Tage lang Widerstand. Ein Versuch, wenigstens Teile der eingeschlossenen Besatzung über See zu evakuieren,

G.23

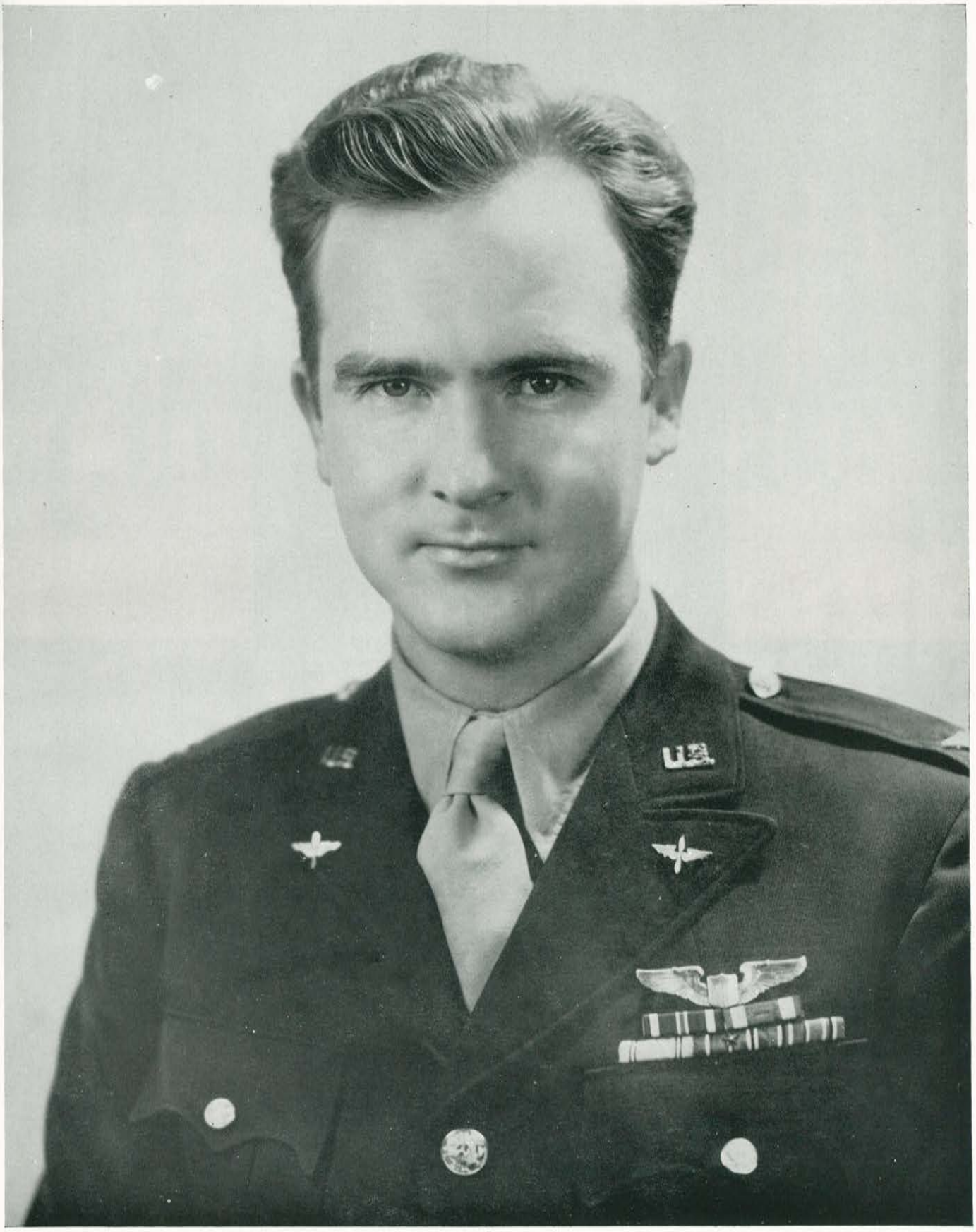
PAGE FROM PROPAGANDA LEAFLET DROPPED BY GROUP OVER MUNICH, GERMANY, ON JULY 12, 1944.

VIII

Photographs

COLONEL ROBERT H. TERRILL

GROUP COMMANDER FROM ACTIVATION TO JULY 24, 1944



COLONEL WILLIAM W. JONES

GROUP COMMANDER FROM JULY 24, 1944, TO INACTIVATION

GEN. HODGES
2ND BOMB
DIVISION
COMMANDER

GEN. TIMBERLAKE
2ND COMBAT
WING
COMMANDER

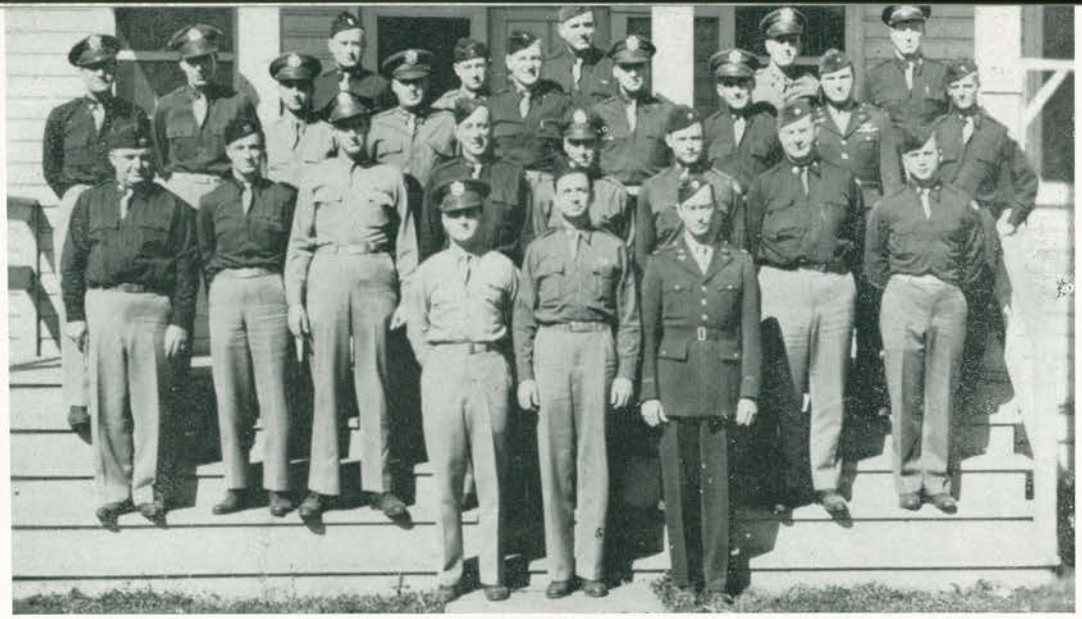
COL. TERRILL
GROUP
COMMANDER

MAJ. GEN. WILLIAM E. KEPNER
2ND AIR DIVISION COMMANDER

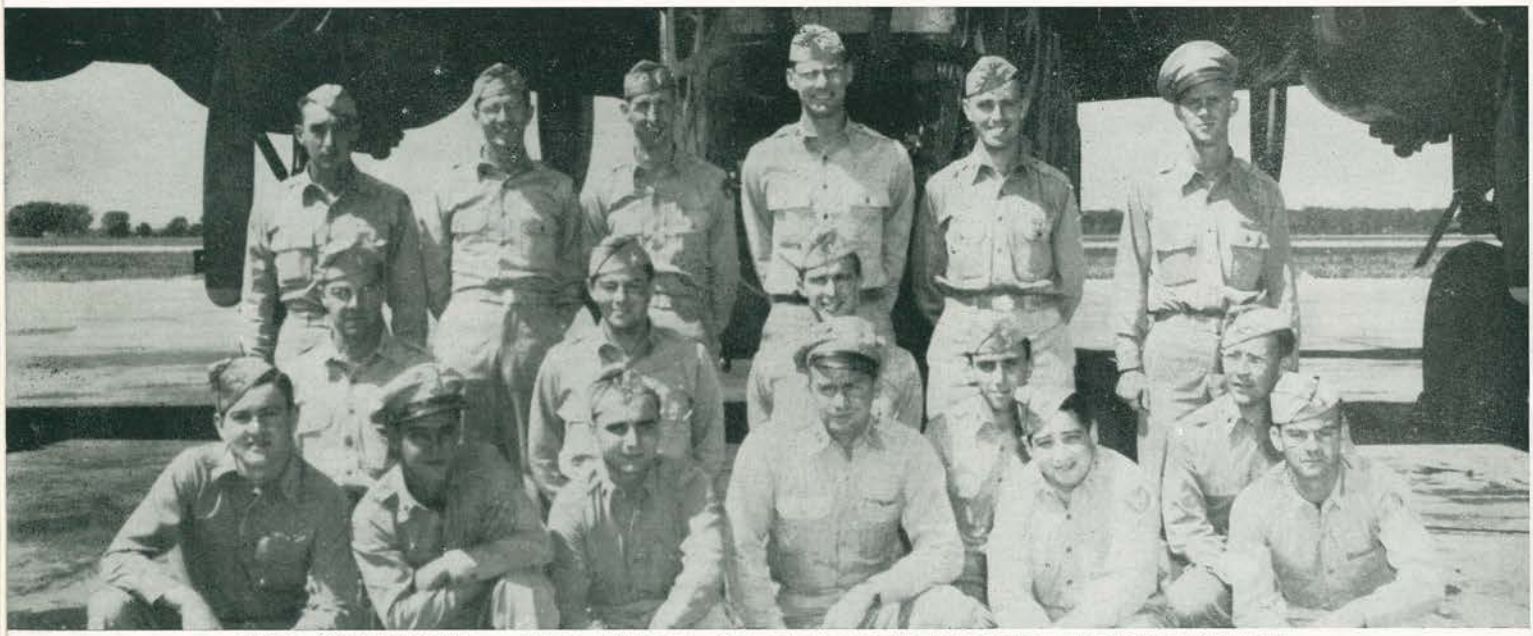
GROUP STAFF, MAY 28, 1944
MINGA, WALTHALL, OTNESS, FLEMING, KLOPFER, JONES, SPAHN, TERRILL,
BLACK, FRASER, DURBON, PALLOURAS, KIESER, BIRSIC, QUINLAN

GROUP STAFF, MAY 28, 1944
BACK ROW: CHEROKE, FRANCIS, VAN LAANEN, MCCLURE, SULLIVAN, JAMES, CRITCHFIELD, FAWCETT
FRONT ROW: KIRK, SCHRAMM, BOLSTER, MARTAK, MAHER, PAULL, PURDY, ROBINSON, WIENECKE, WRIGHT

SUE
FIRE EXTINGUISHER



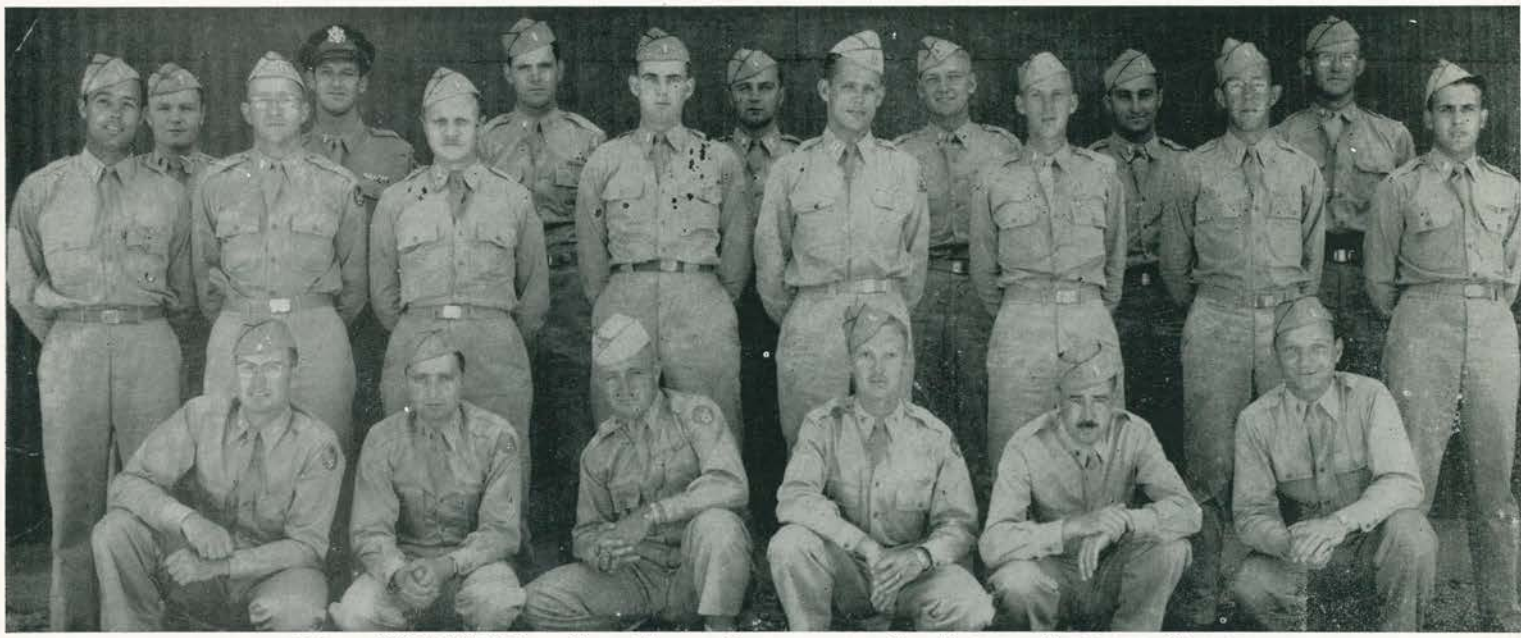
HEADQUARTERS DETACHMENT



700TH SQUADRON — CAPT. O'BRIEN, COMMANDING. LT. CRANDELL, EXECUTIVE OFFICER

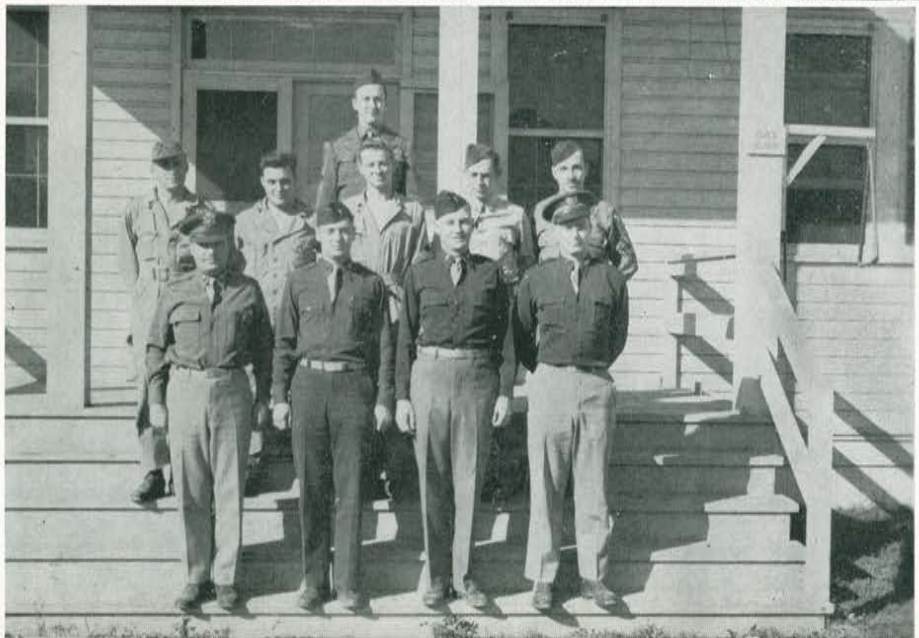
701ST SQUADRON — CAPT. KREIDLER, COMMANDING. LT. WALTHALL, EXECUTIVE OFFICER

701st SQUADRON — Capt. Kreidler, Commanding. Lt. Ruth, Adjutant



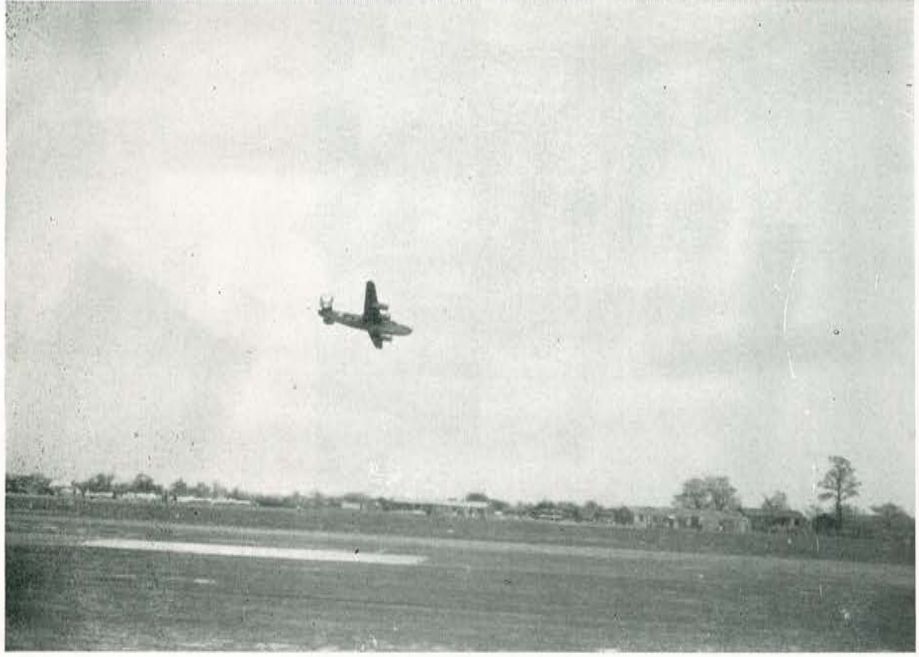
702nd SQUADRON — Capt. Evans, Commanding. Lt. Fischer, Executive Officer

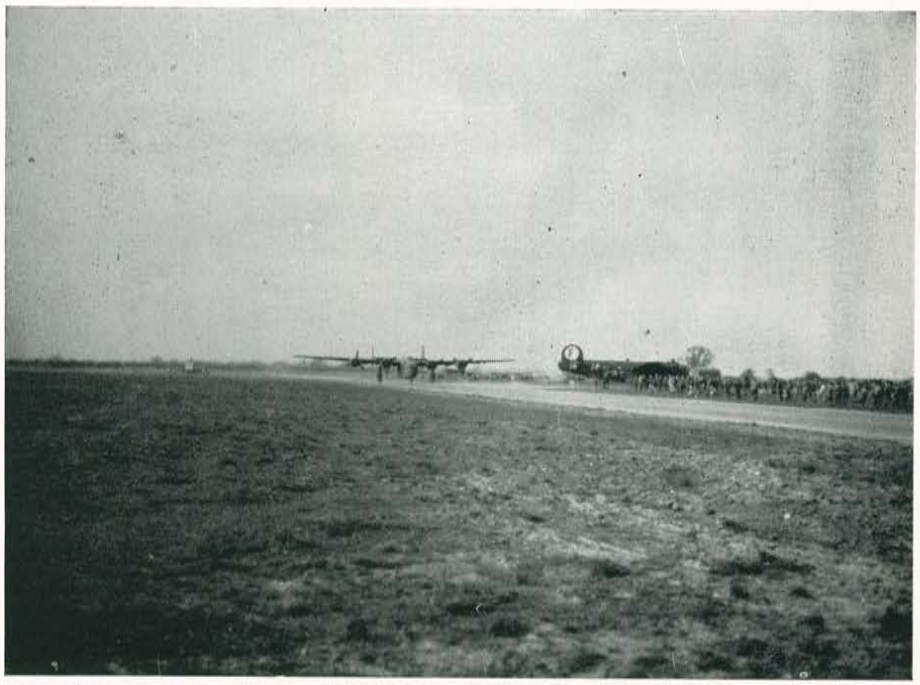
703rd SQUADRON — Capt. Stewart, Commanding. Lt. Seymour, Executive Officer



S-2

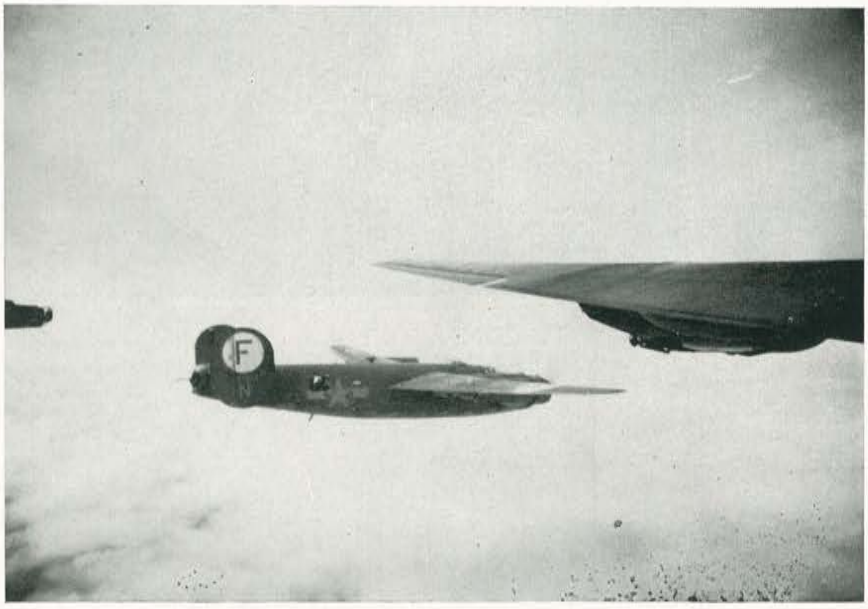
OPERATIONS





FIRST GROUP CREW TO COMPLETE TOUR

Lt. Samuel Miller's Crew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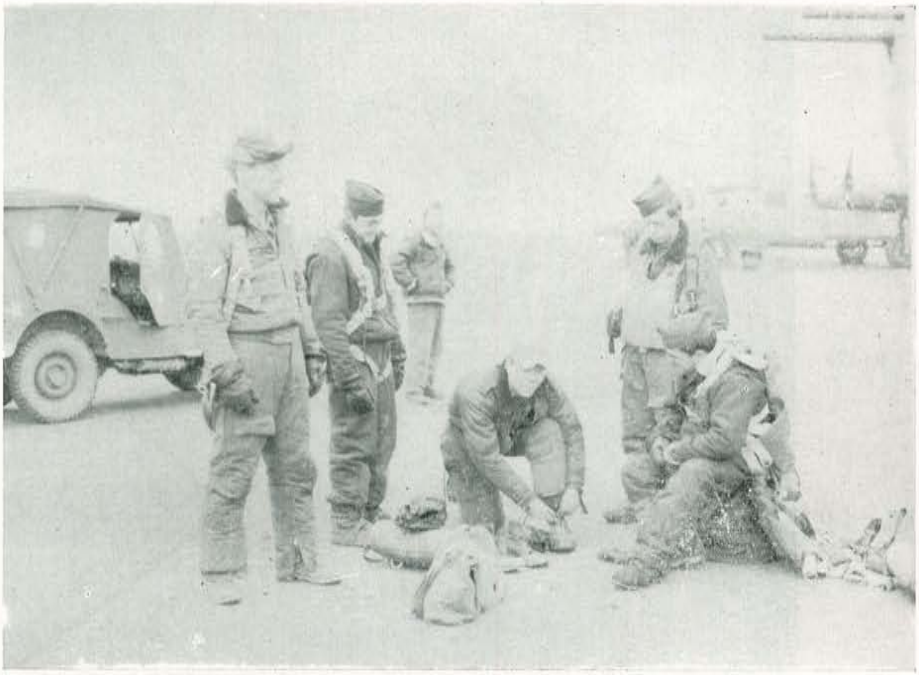
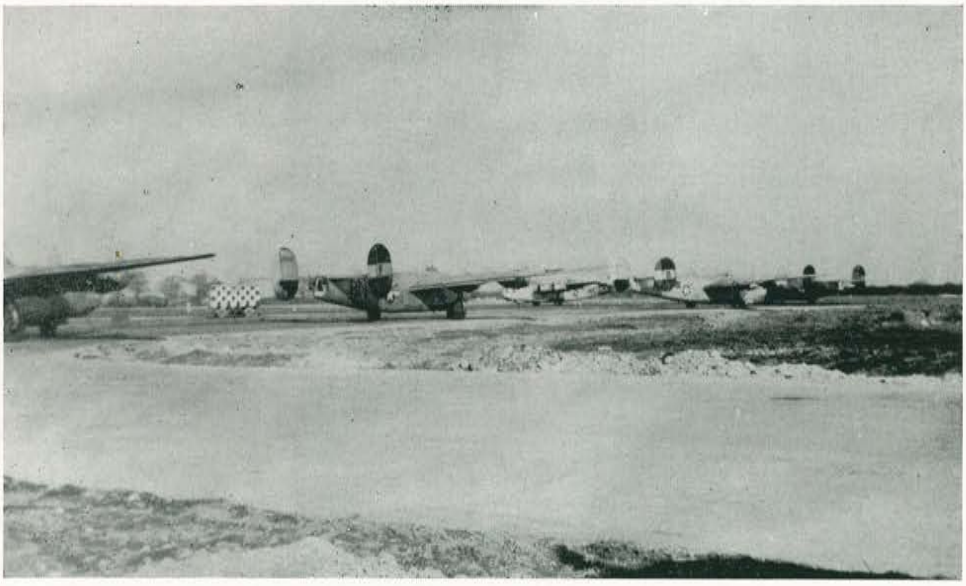
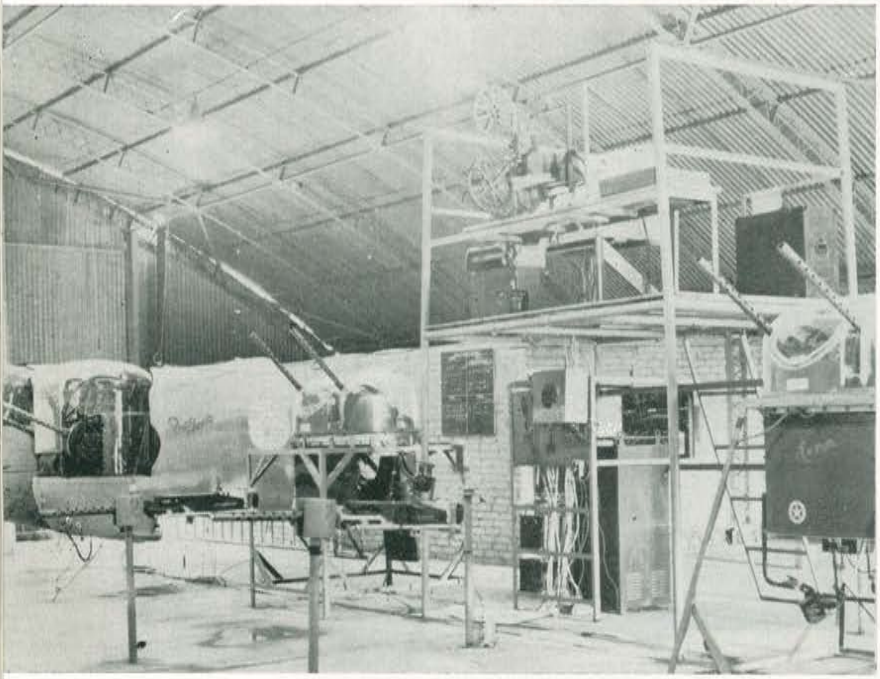
LT. HARDIN MILLER'S CREW

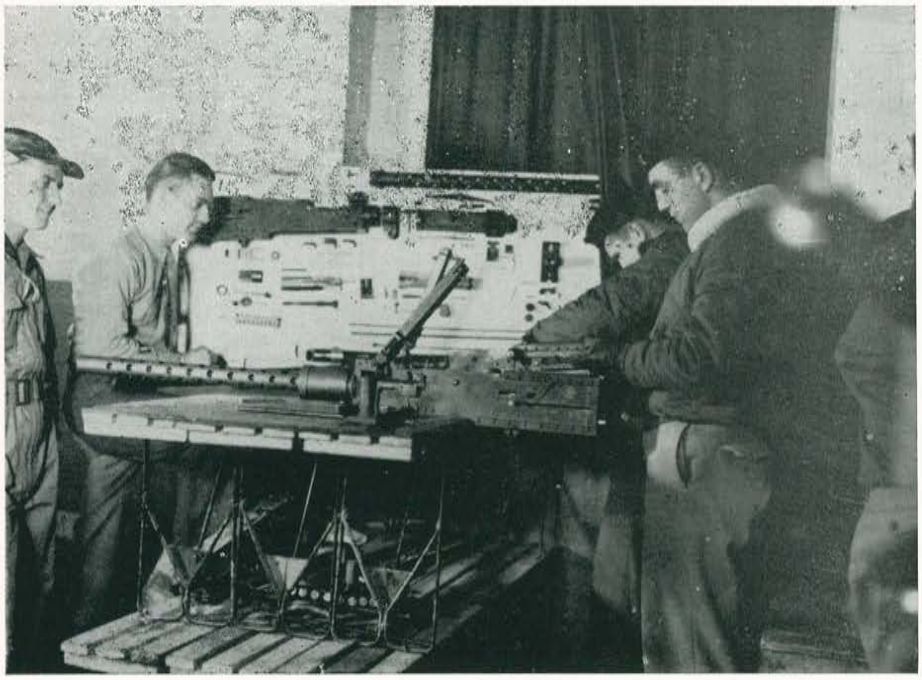
LT. MINER'S CREW

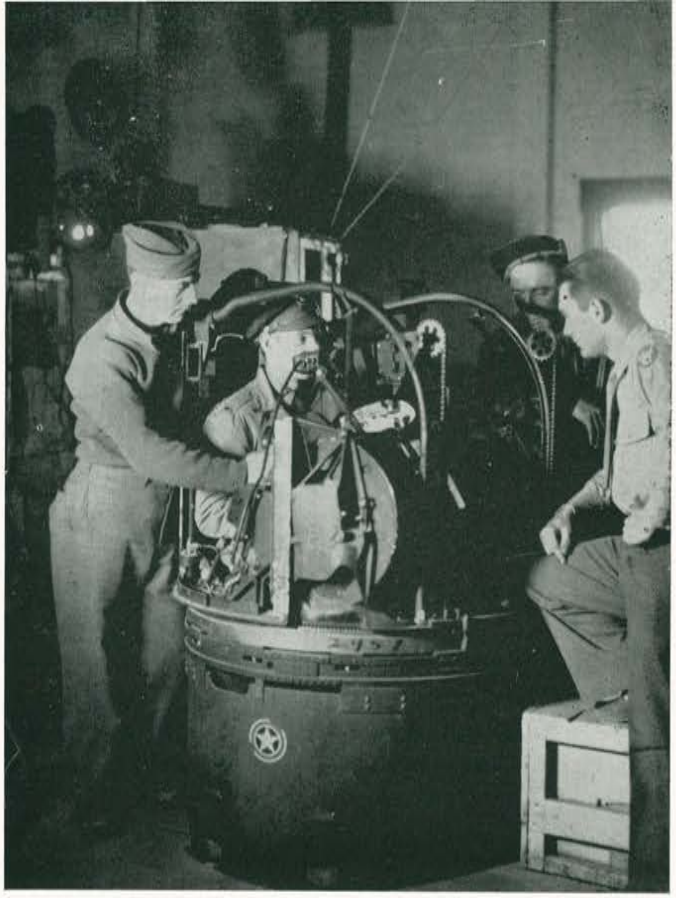
LT. ALLEN'S CREW







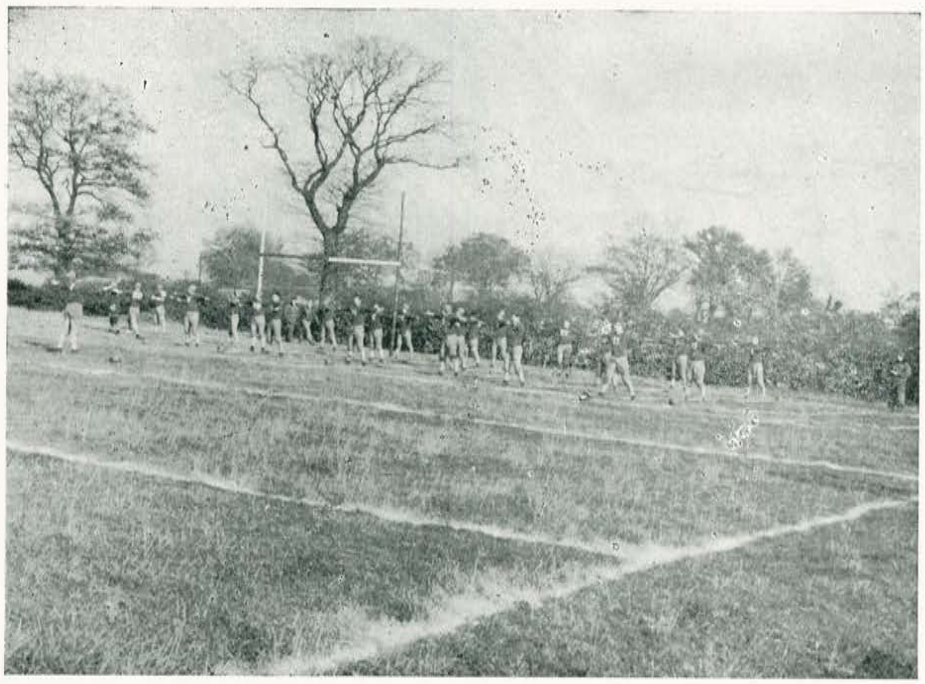




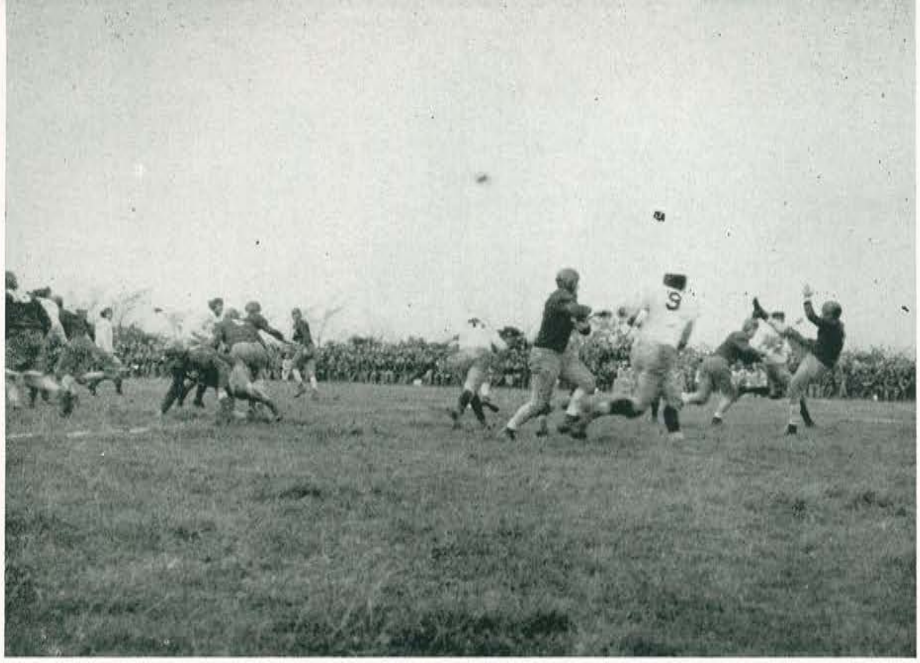
Page

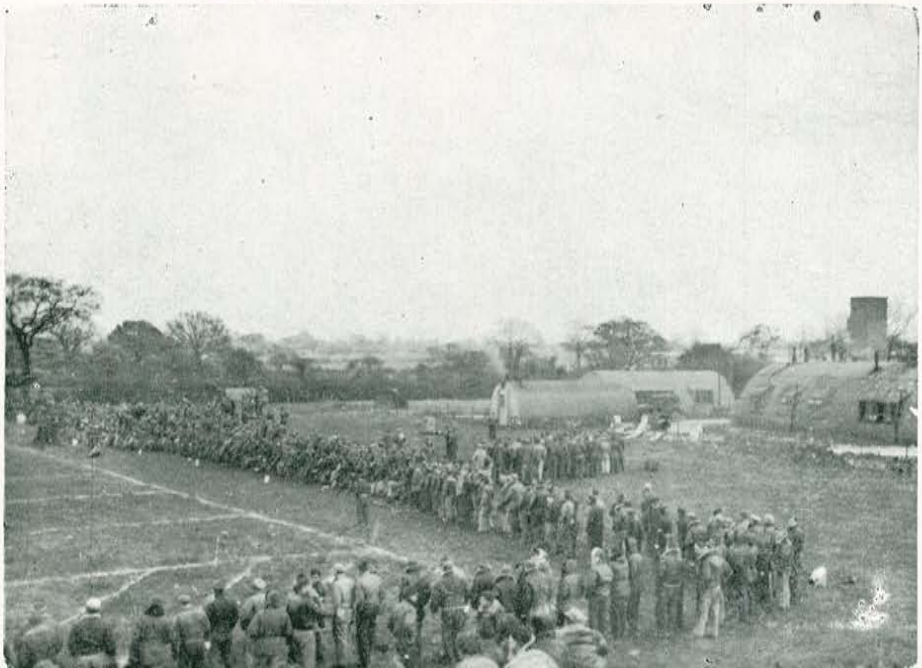
USA 4144134

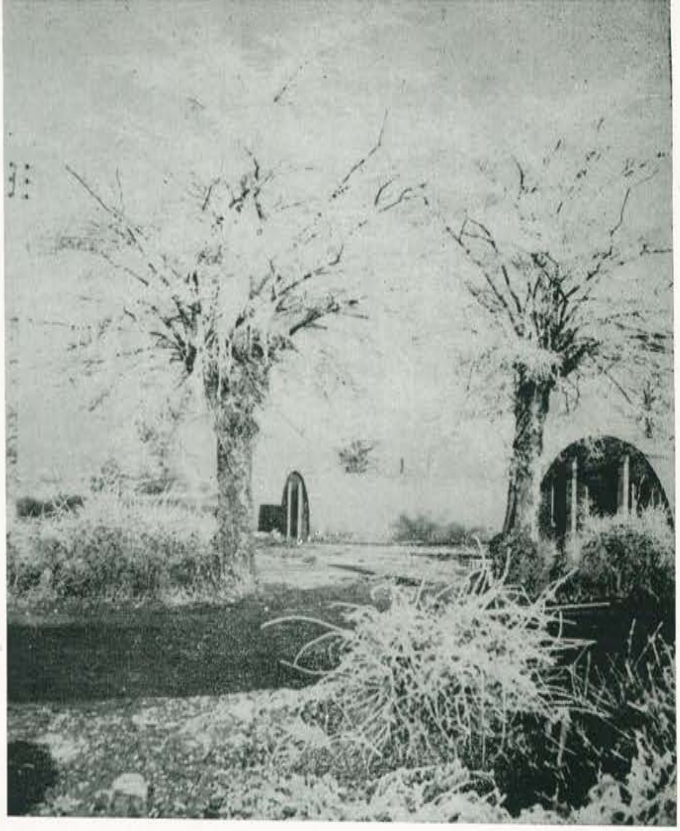
HEADQUARTERS DET.
HERE WE COME!
945th CHAIRBORNE TROOPS



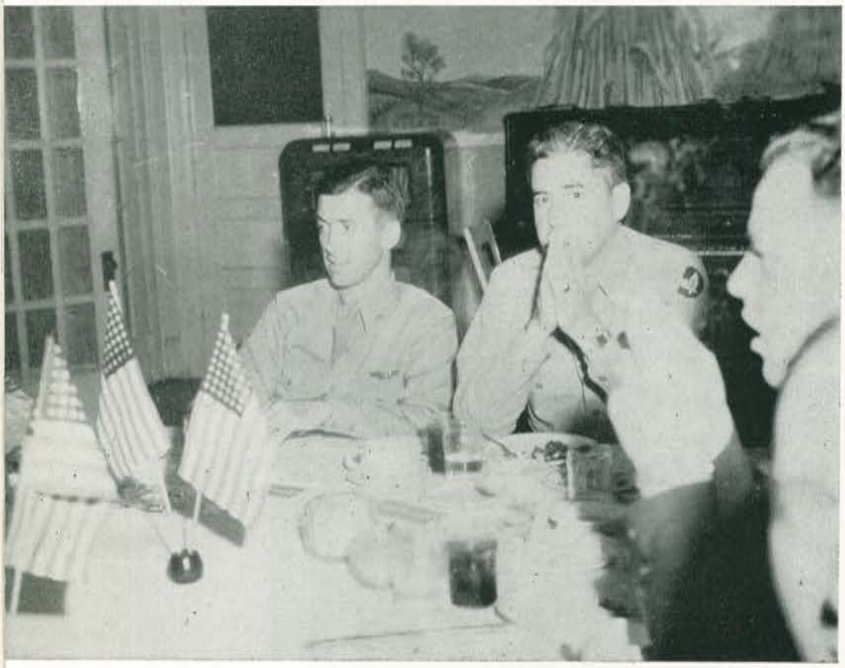
HOME COMING DAY
NOVEMBER 6, 1944



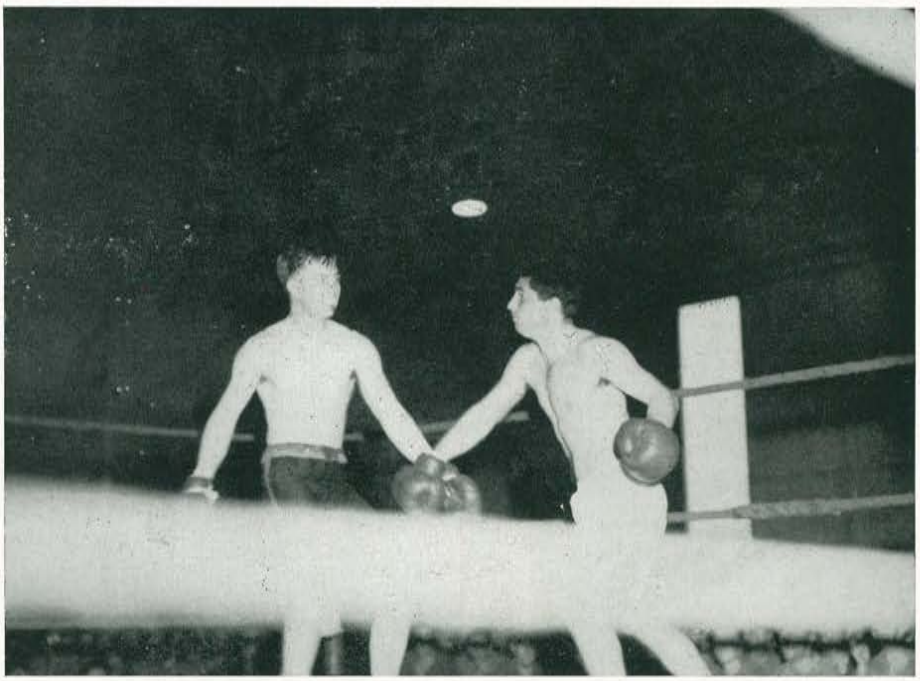




CHRISTMAS, 1944



MARINE CORPS
LEAGUE
FIGHT
U.S. MARINES



HEADQUARTERS DET
945th CHAIRBORN
TROOPS

LT. METCALF'S
CREW

LT. JORGENSEN'S
CREW

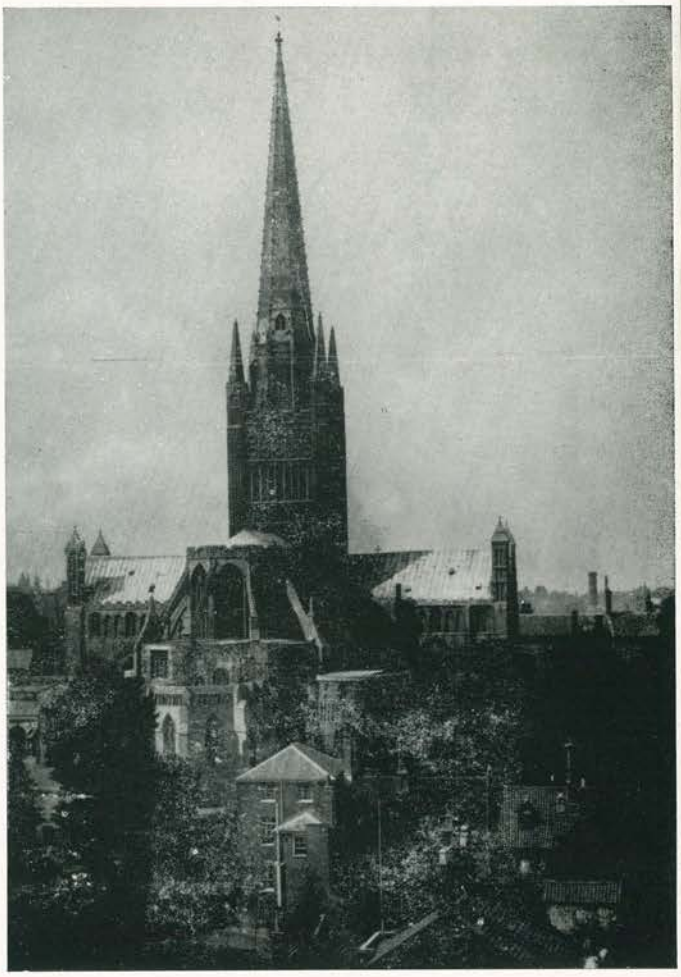
LT. BECKLUND'S
CREW

CAPT. UEBELHOER'S
CREW

LT. SADLON'S
CREW

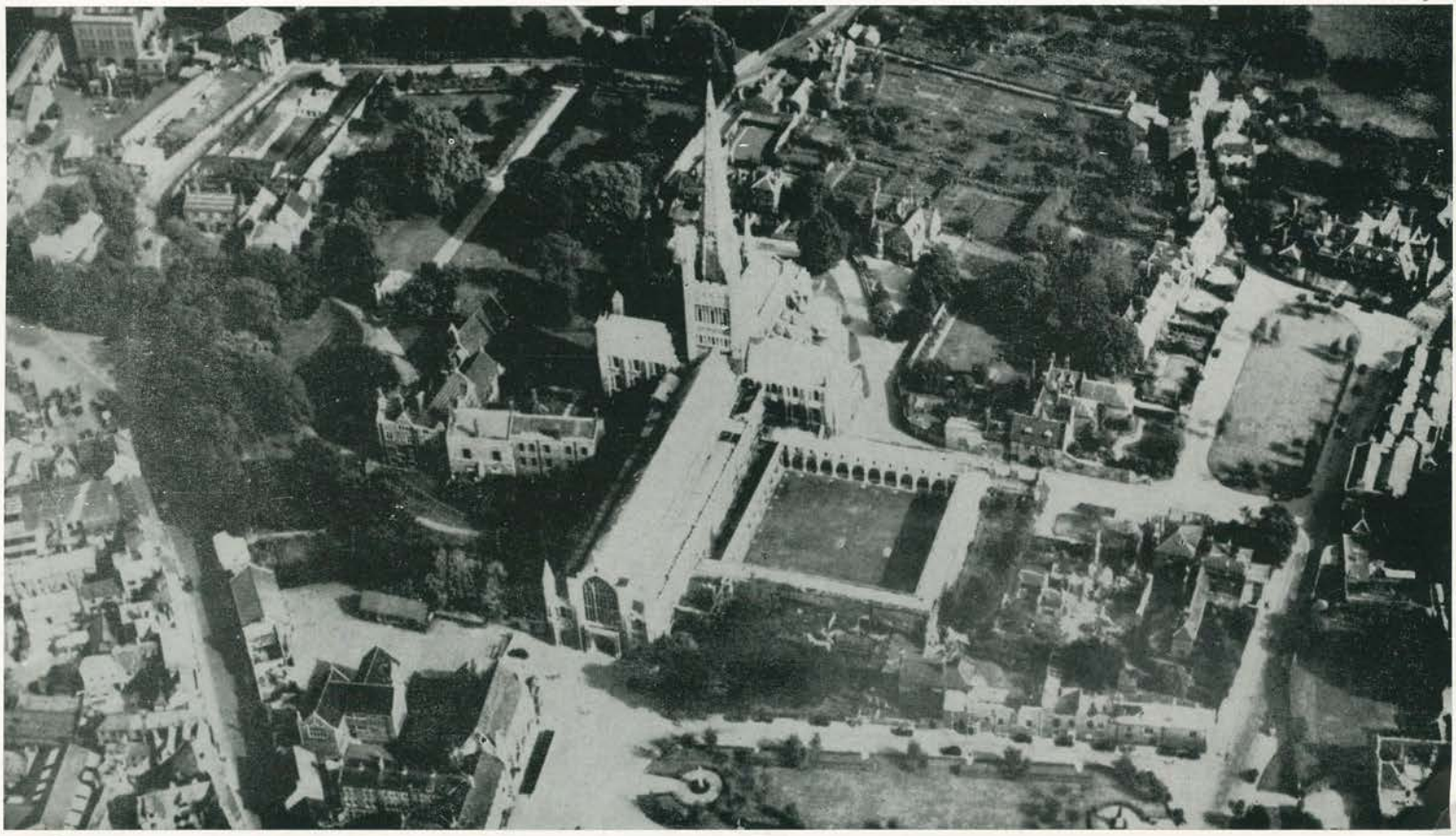
CAPT. STEWART
LT. CONLEY
AND CREW

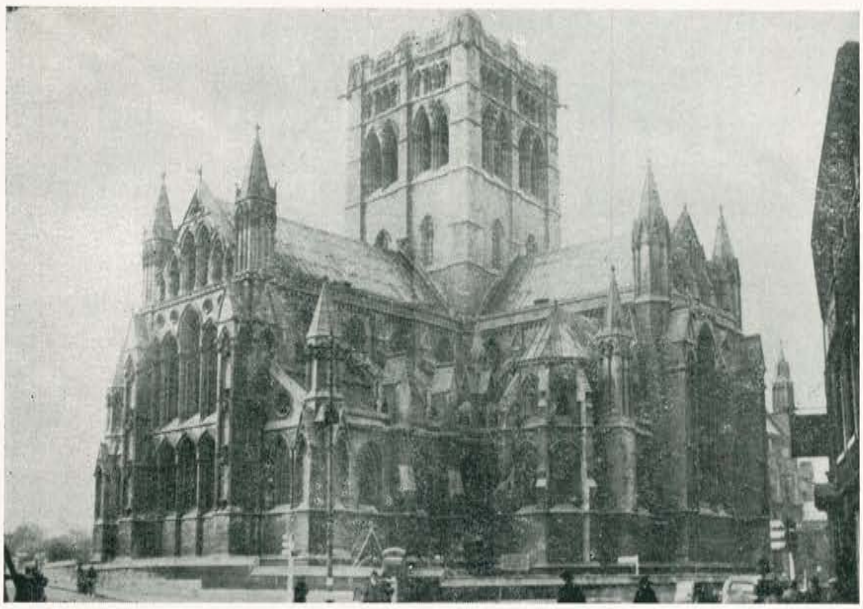
MARKET PLACE, CITY HALL, AND GUILD HALL — NORWICH



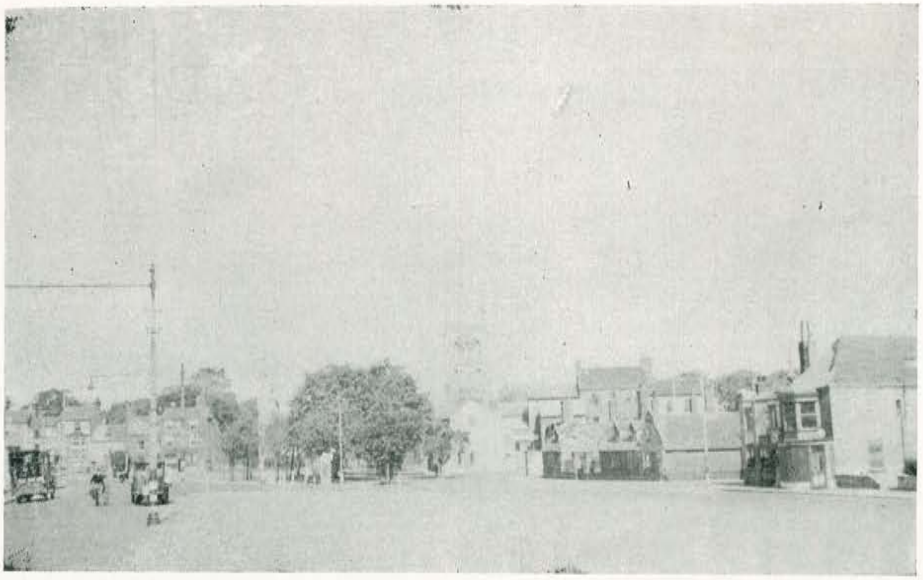
NORWICH CATHEDRAL

AERIAL VIEW — NORWICH CATHEDRAL

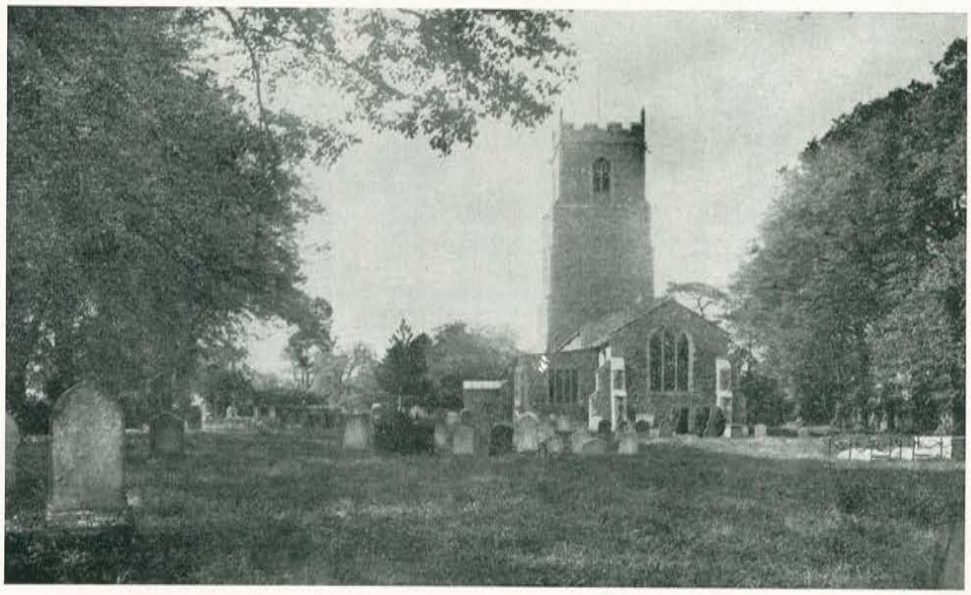




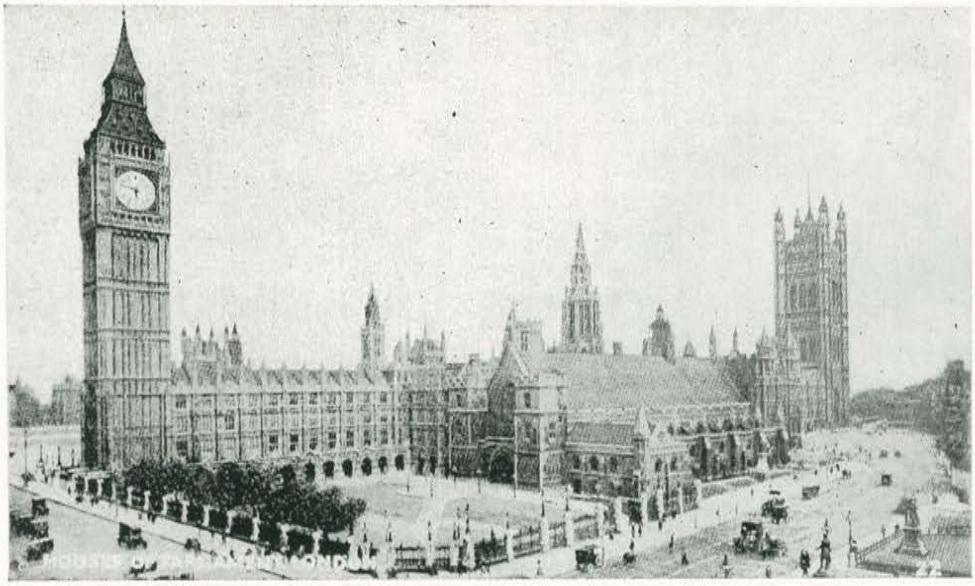
ST. JOHN'S, NORWICH



MARKET SQUARE
GREAT YARMOUTH



ALL SAINTS
TIBENHAM



HOUSES OF PARLIAMENT

LONDON

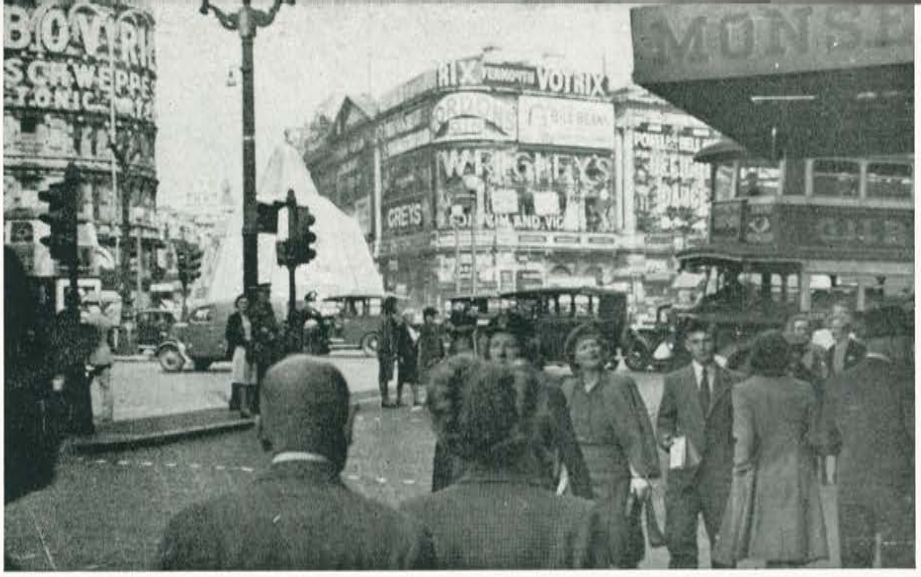
ST. PAUL S

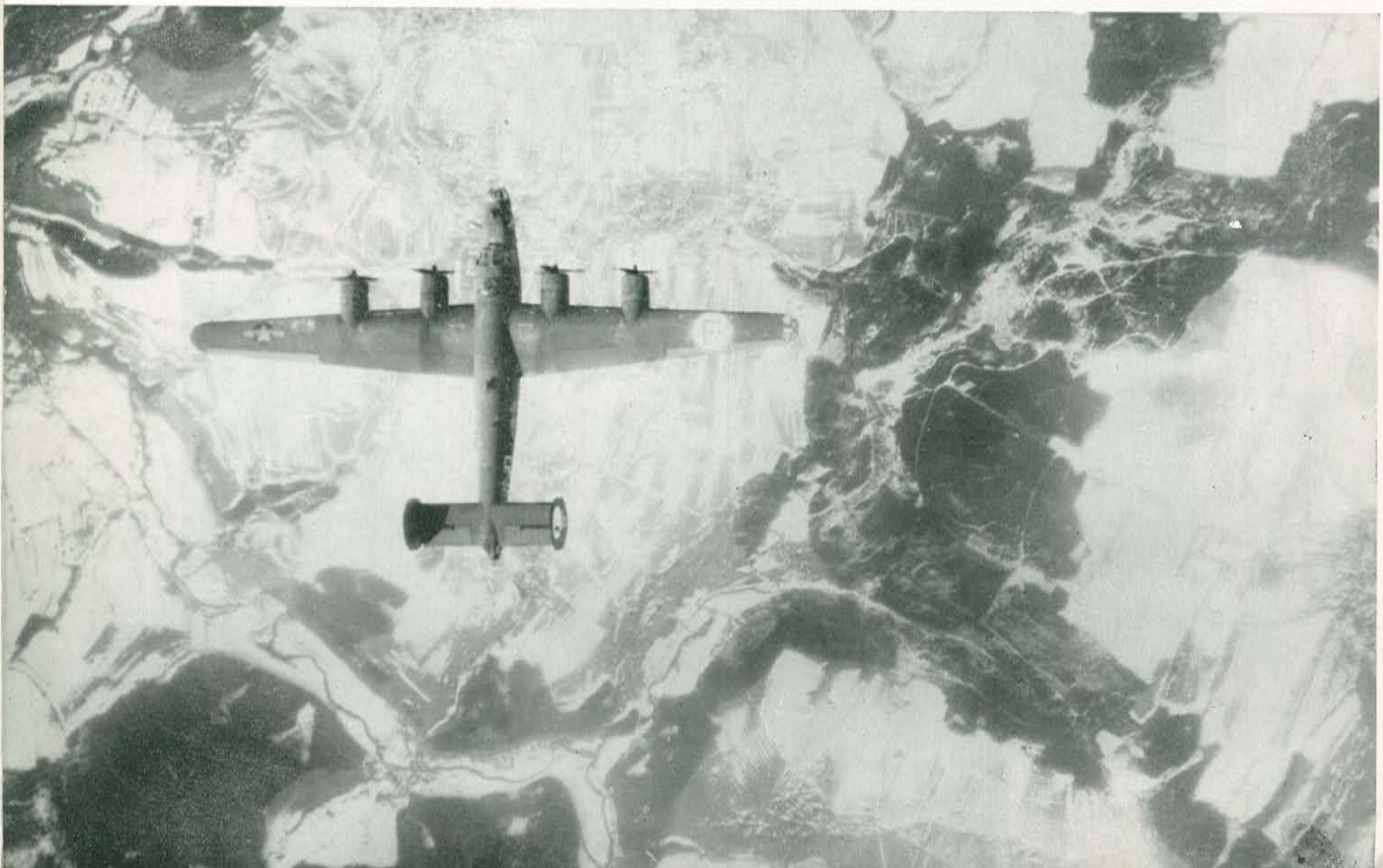
WESTMINSTER ABBEY

VICTORIA MONUMENT
AND
BUCKINGHAM PALACE

TOWER OF LONDON

REGENT STREET


VOTRIX
WRIGLEYS



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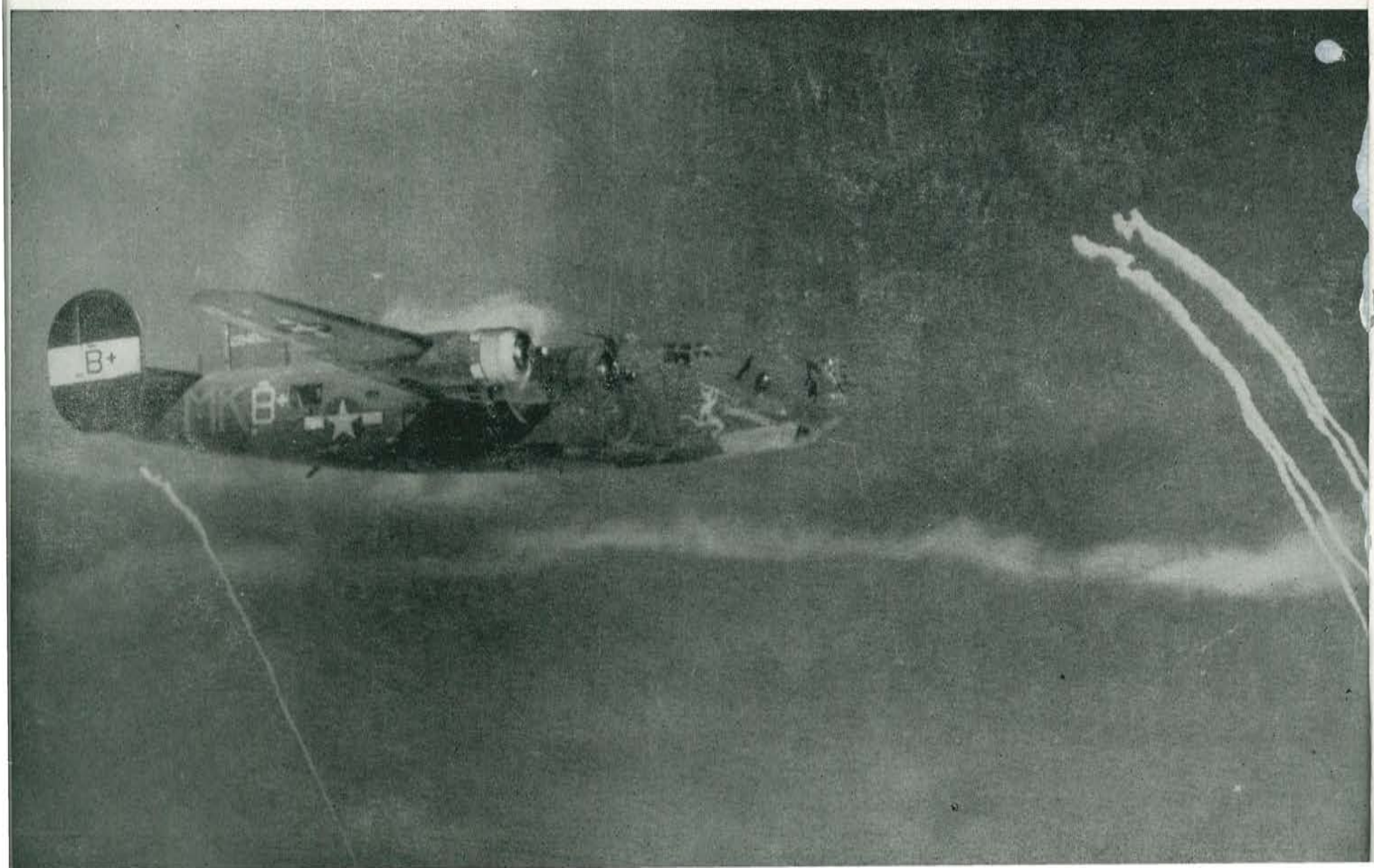
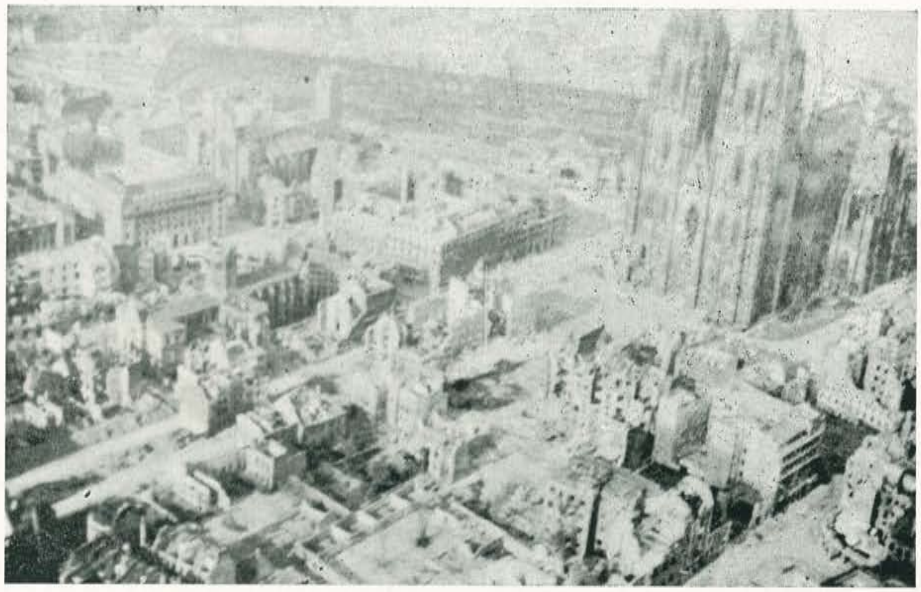
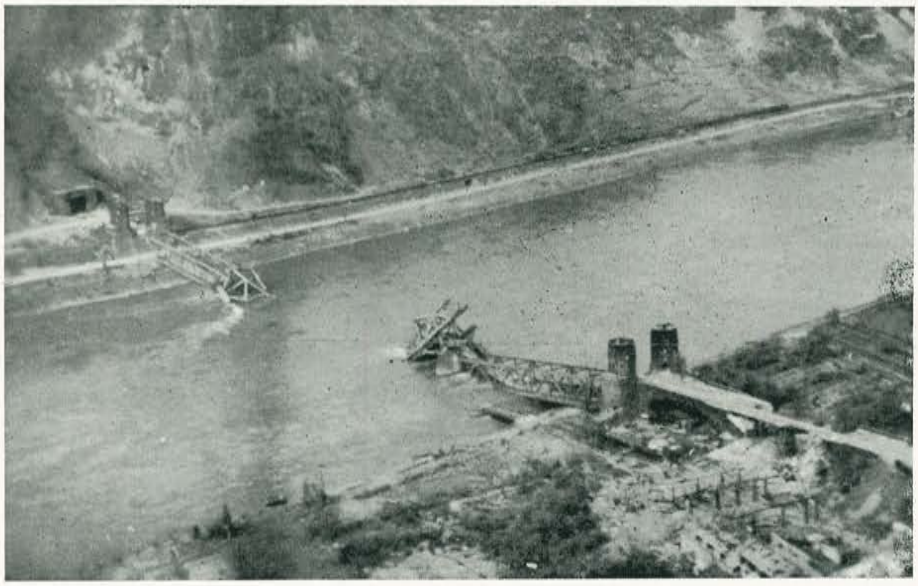

B+
MK B+

CAPT. WALKER'S CREW

COLOGNE

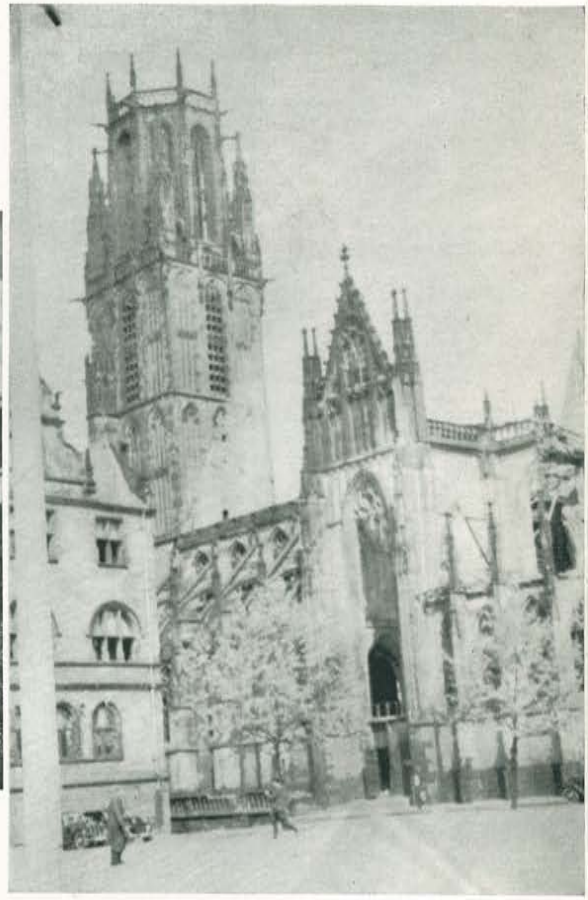


COLOGNE



REMAGEN BRIDGE

TROLLEY MISSIONS
SCENES FROM DUISBURG, GERMANY

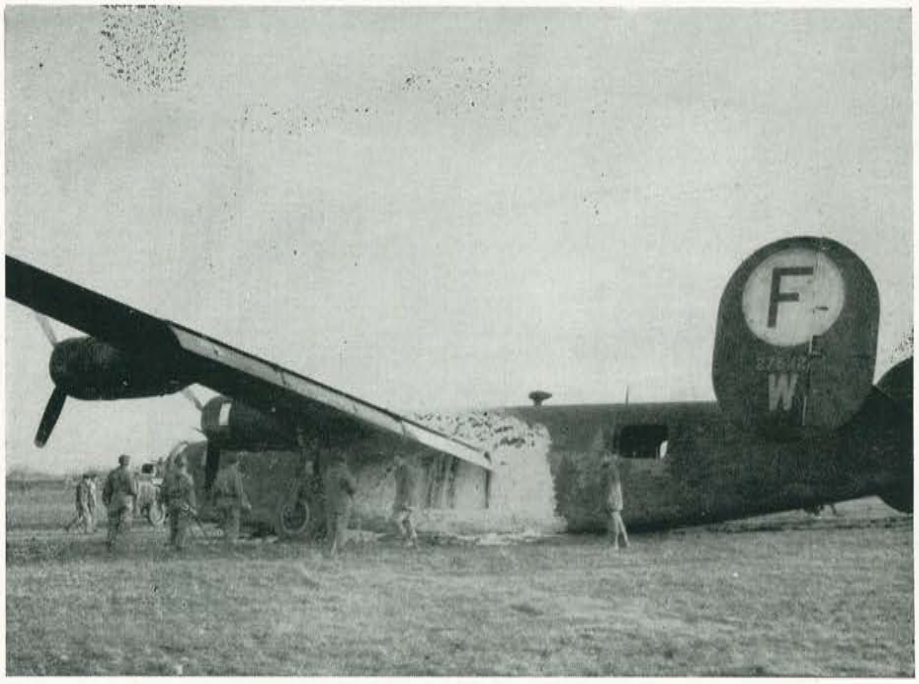


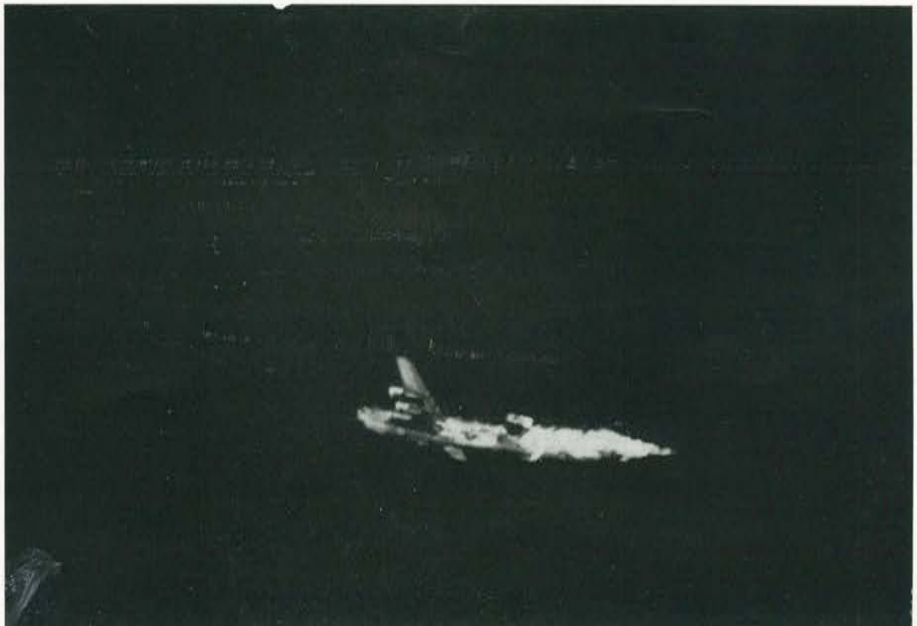
The Jones Boys
The Jones Boys

"CONQUEST
CAVALIER"

SICK CALL

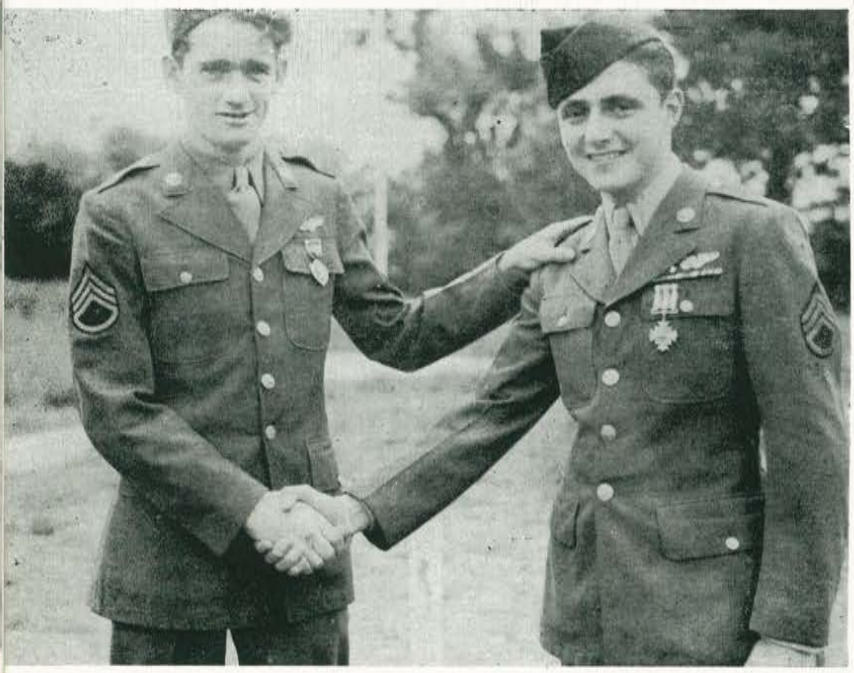
CRASH
LANDING IN FRANCE
AFTER KASSEL RAID



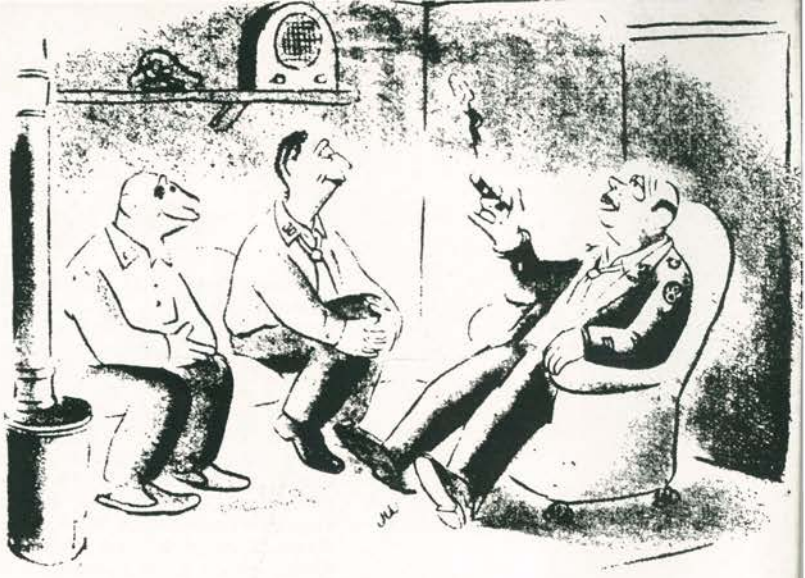


VICTIM AT KASSEL.

OFFICERS CLUB



CAPT. GIECK'S CREW



"GERMANY HAS SURRENDERED. GOOD! TOMORROW WE'LL START OUT WITH A DAILY INSPECTION, TWO HOURS OF CLOSE ORDER DRILL, CALISTHENICS . . "

—Sgt. Jim Weeks

"WE HAVEN'T SEEN HIS SERVICE RECORD YET, BUT I IMAGINE HE'S ABOUT RIPE FOR ROTATION."

—Pfc. Tom Flannery

"MAYBE WE CAN DO SOMETHING FOR YOU WHEN WE GET OUR NEW T/O."

—Pfc. Irwin Touster

ADDITIONS TO ROSTER

Balentine, John, 6922 Manistee, Pittsburgh 6, Pa
Barnum, John P Jr, 247-26 76th, Bellerose, N Y
Cone, Dallas S, Ridge Spring, S Car
Cullen, Gerard D, 226 Spring, Ossining, N Y
Currie, John A, Cando, N Dak
Cutting, William A, 223 Delta, East Lansing, Mich
Dudding, Carl O Jr, 5925 Templeton, Huntington Park, Cal
Eversol, Delbert, RD 5 Box 386, Terre Haute, Ind
Gelvin, Richard F, 4200 E Central, Wichita, Kansas
Gindin, E, 506 Mary St, Downington, Pa
Goff, Karl, N Cheshire St, Burton, Ohio
Grant, William, 33 E Birch, Chippewa Falls, Wis
Hager, Garnett W, 118 Brown, Nicholasville, Ky
Keller, Ernest S, 29 Ransom, N Tonawanda, N Y
King, Peter J Jr, 1B Merrimack, Concord, N H
Leach, Arthur H, 1234 Clark Road, Lapeer, Mich
Lewis, Leslie E, PO Box 243, Brooksville, Fla
Medick, Jack N, 538 55 St, Brooklyn, N Y
McKay, Desko, Fairland, Indiana
Nallick, Andrew P, 418 Penn No, Minneapolis, Minn
Payne, Herbert, 1 Wall St, Oneonta, N Y
Pleterski, Frank Jr, 4736 N Drake, Chicago 25, Ill
Regan, John T, 178 Congress St, Buffalo, N Y
Ritchie, Jack, c/o Dorsey's Tavern, Wilmington, Ill
Strempel, Milton C, 3115 W 44th, Cleveland 9, Ohio
Swofford, Paul, 635th ACW Sq, Det 1, Box 909, Everett, Wash
Wollenberg, Earl, 2415 S Kedzie Ave, Chicago 23, Ill
Young, Julian H, 125 Ocean Pkwy, Brooklyn 18, N Y

Birsic, Rudolph J
Far.