





7he pages that follow include copies of the mission diary created by Tech/Sgt. John F. Hadle, Jr., #16142943/#16152943 when he was 19 years old.

John enlisted in the Army-Air Corps on November 07, 1942. World War II was very real. War activity was present all over the world at the time. The activity of the United States was not merely a military action. The United States was an active participant in war. An enlisted man's chances of seeing combat were very real- very great. As you read....bear these thoughts in mind.

John started his service at Camp Grant, Illinois and was **HONORABLY DISCHARGED** just short of three years on October 10, 1945 from Chanute Field.

Illinois. He had flown 35 missions in all for a total of 232.50 hours of combat.

At 5'9", John weighed 159 pounds, wasn't married and was a 'baker' before he enlisted.

This booklet has been supplemented with photos taken in 1960 of a B24, one of only about 7 flying at that time, while it was on exhibition at Palwaukee Airport. Also, it has been supplemented with information gleaned from various books and publications that might give additional insight and information.

The diary was found in the 'war chest' that John and Ron opened in October, 2000. The chest had been closed the last time in the 1960's and "stored and protected" under the workbench in the garage at 5315 West Berteau Avenue, Chicago.

Shortly after arriving at Camp Grant, Illinois, John was shipped to Biloxi, Mississippi, Kessler Field, for basic training and testing. Because his test results were at the highest level for non-commissioned officer, John was given his choice of schools. He chose Radio School which is the longest of schools - 3 months - at Sioux Falls, South Dakota and then went through flight training at Sioux City Airbase in Iowa. John was assigned to his new role of Radio Operator with the 445th Bombardment Group (H) in the 2nd Combat Wing, 2nd Air Division, of the 8th Air Force. On 11-18-1943 he flew to England by way of ~

Puerto Rico.

Trinidad.

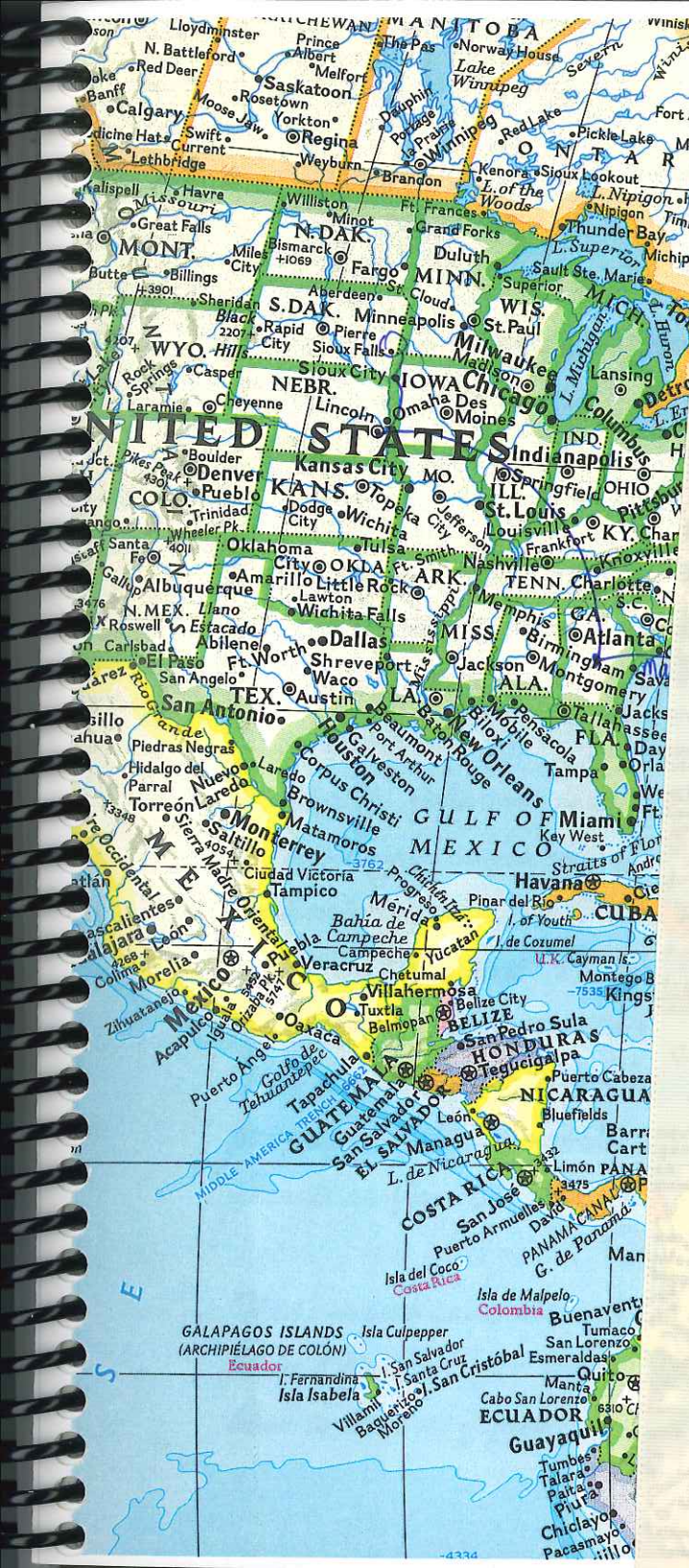
Belem, Brazil

Natol, Brazil

Dakar, West Africa

Marrakech

Newquay, England



To Tibenham Airfield near Norwich,
Norfolk County, England arriving on
12-16-1943.

From here, John flew all of his missions.
He did not return to the U.S.A. until
09-08-1944.

Later, when I spoke with Dad (John)
about making copies for all of us, he
related the following ~

Originally, John was to only fly one tour -
25 missions - in his role of Radio
Technician, but before D-Day, he and
others, realized that 'something' was going
to happen and they wanted to 'be in on it'!
They flew 5 more missions and then
participated in the surprise D-Day
assault on June 6th, 1945.

Then, orders came through that "if you
hadn't finished your tour of 25, you would
have to keep on flying". Fifteen days

later, John flew his 35th and last, mission to Berlin.

John returned home to Chicago for furlough. He then reported to Miami for rehab for a few weeks followed by a furlough of several weeks during which time he was asked to tour with Cesar Romero of the Coast Guard to promote the war effort amongst civilians. It was during this tour that John met Mary C. Reardon while appearing at the Board of Trade Building where she was working at the time for the U. S. Navy - Office of the Inspector of Naval Material.

John's next task was to attend refresher radio school at Scott Field at Belleville (or Belvidiere) in Illinois. That finished, he reported to Boca Raton, Florida and began training others in radio, radar, navigation and bombing.

During his war-time missions, John was flying in B24s. While in Florida, they used B17s to train others for flying in B29s.

The diary pages are copied 1:1.



Tuesday, May 9
 and Straight Da
 k Also Hit;
 Aircraft
 tic Wall
 les, With Some

American air forces in Britain
 day. For the first time in the
 out from ETO bases. The
 Mustangs and Havocs, in
 all through the day of
 hundred, and hundreds
 For 16 hours

8:00 Dec 30 10/30/43
 JANUARY 15

Today I flew my first
 mission and it was
 really tough.

We dropped several bombs
 on the city that made
 rubble and it and other
 religious the mass of
 the city were quiet in
 Mannheim. About 1900
 sound today 5:44 There
 at 3500 feet for 3 1/2 hours
 without stopping because
 my engine froze up
 19

4:55 below today.
 I thought I'd shot
 19
 10:00 the inc

12/20/43 JANUARY 14 2:15

Today we flew from
 Newbury and back to
 England
 19



B24 Liberator:

Wingspan: 110 feet

Length: 67 feetm 7-5/8 inches

Height: 18 feet

Empty Weight: 36,500 pounds

Maximum Weight: 65,000 pounds

Powerplant: 4 Pratt & Whitney R-

1830-65 rated at 1,200 hp

Armament: 10.5 caliber machine guns

Performance

Maximum Speed: - 280 mph

Service Ceiling: 28,000 feet

*Range: 2,100 miles with 5,000
pounds of bombs*

Crew: 10

Total built: 19,256

Original Cost: \$291,000

A big warbird called the Liberator

CONSOLIDATED B-24H LIBERATOR
HEAVY BOMBER (1943)
Powered by four 1,200-hp Pratt & Whitney radial engines, the B-24H had 10 defensive machine guns and a top speed of 290 mph. This one, named Also Ran, flew with the Eighth Air Force's 467th Bomber Group based in Norfolk, England.

The Consolidated B-24 Liberator was built in greater numbers than any other American plane of the War. From 1941 onward, 18,188 of these heavy bombers rolled off U.S. assembly lines in more than a dozen different models—the B-24H shown here and in a cutaway on the following page appeared in 1943.

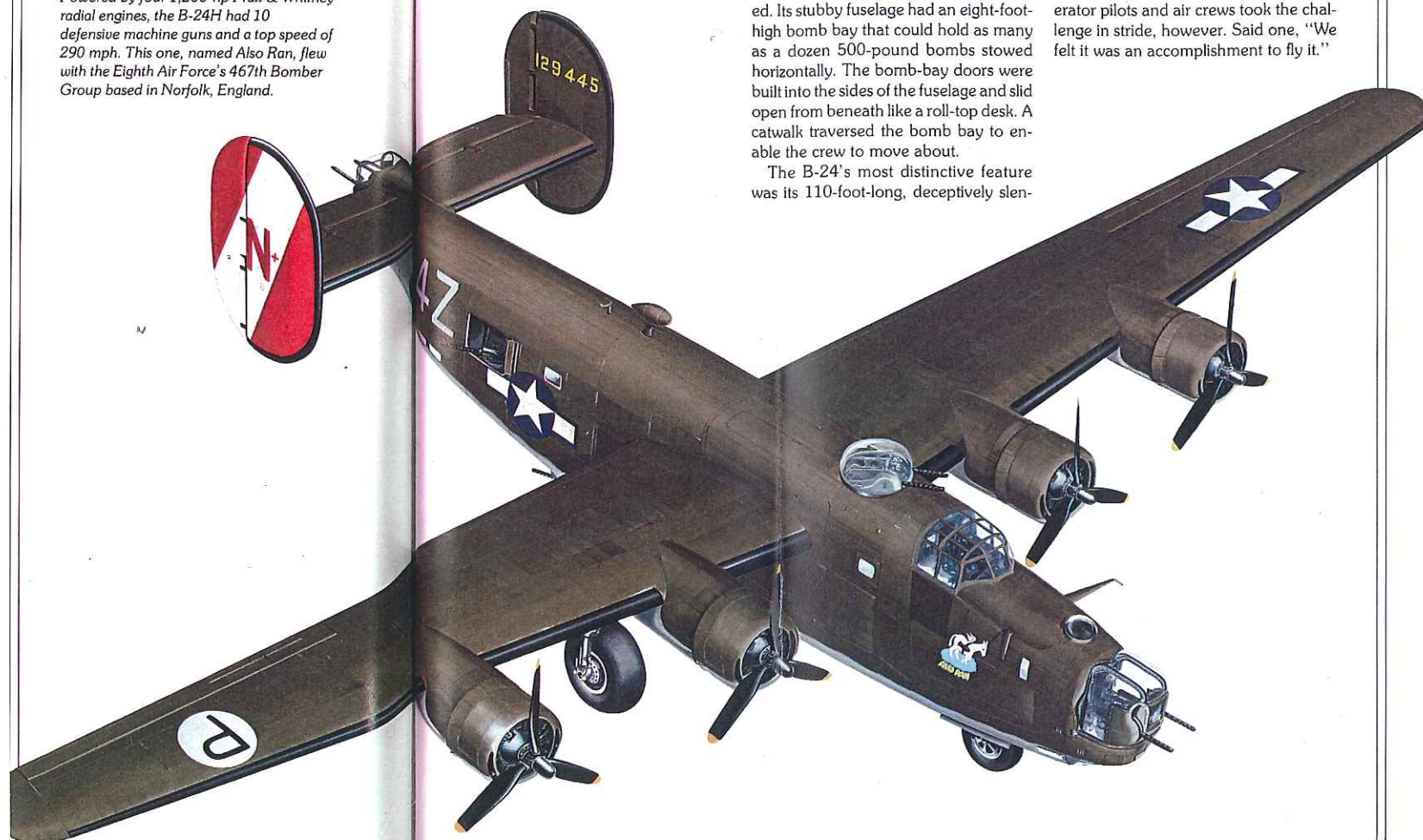
Designed in 1939, the B-24 embodied

all the technical advances that had occurred since the debut of the Boeing B-17 in 1934. It was not, however, in the words of one pilot, "the shapely, romantic beauty some of its contemporaries were. It looked like a truck, it hauled big loads like a truck and it flew like a truck."

But with an 8,800-pound bombload and a 2,100-mile range, the ungainly, twin-finned B-24 was an excellent truck at a time when trucks were badly needed. Its stubby fuselage had an eight-foot-high bomb bay that could hold as many as a dozen 500-pound bombs stowed horizontally. The bomb-bay doors were built into the sides of the fuselage and slid open from beneath like a roll-top desk. A catwalk traversed the bomb bay to enable the crew to move about.

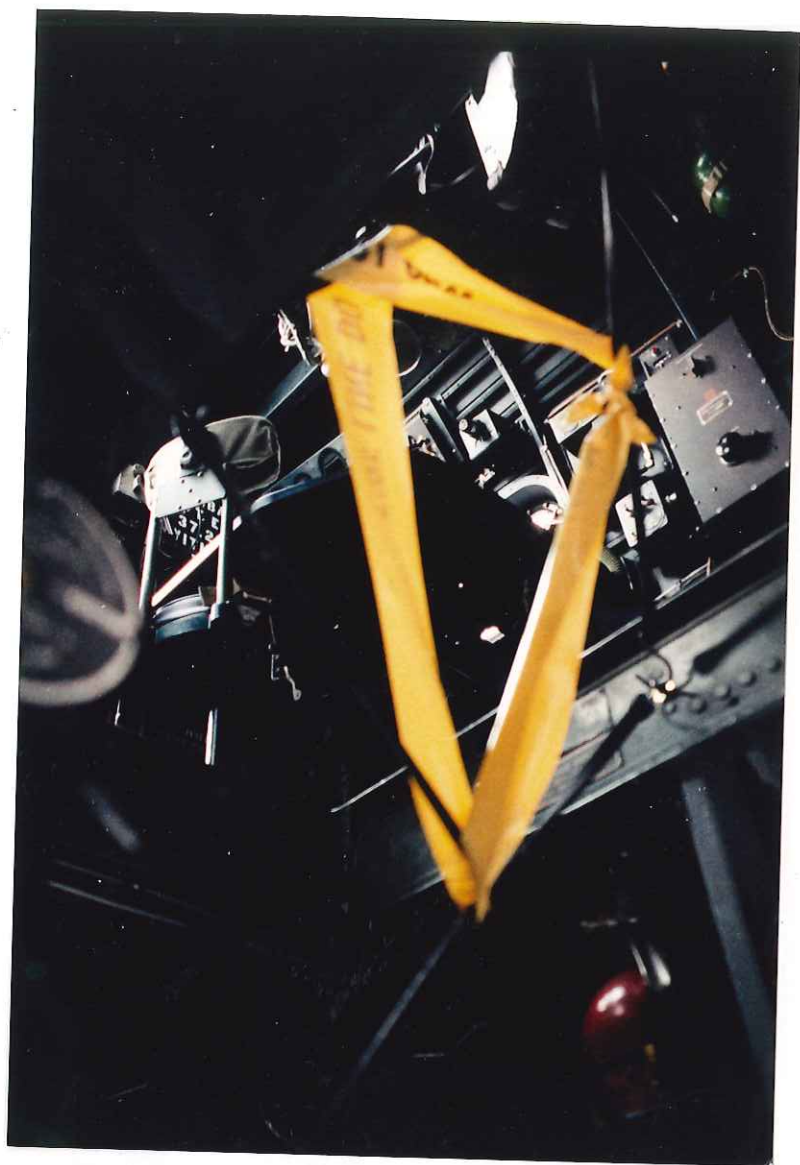
The B-24's most distinctive feature was its 110-foot-long, deceptively slen-

der wing, which housed 18 tanks holding 2,364 gallons of fuel and the main landing gear, which folded up between the engines. But its special high-lift airfoils lost their efficiency above 24,000 feet or when the plane was flown at the lower speeds often needed to keep formation. The result was an unstable, mashing progress—one flier likened it to "a fat lady doing a ballet"—that made the B-24 notoriously hard to handle. Most Liberator pilots and air crews took the challenge in stride, however. Said one, "We felt it was an accomplishment to fly it."

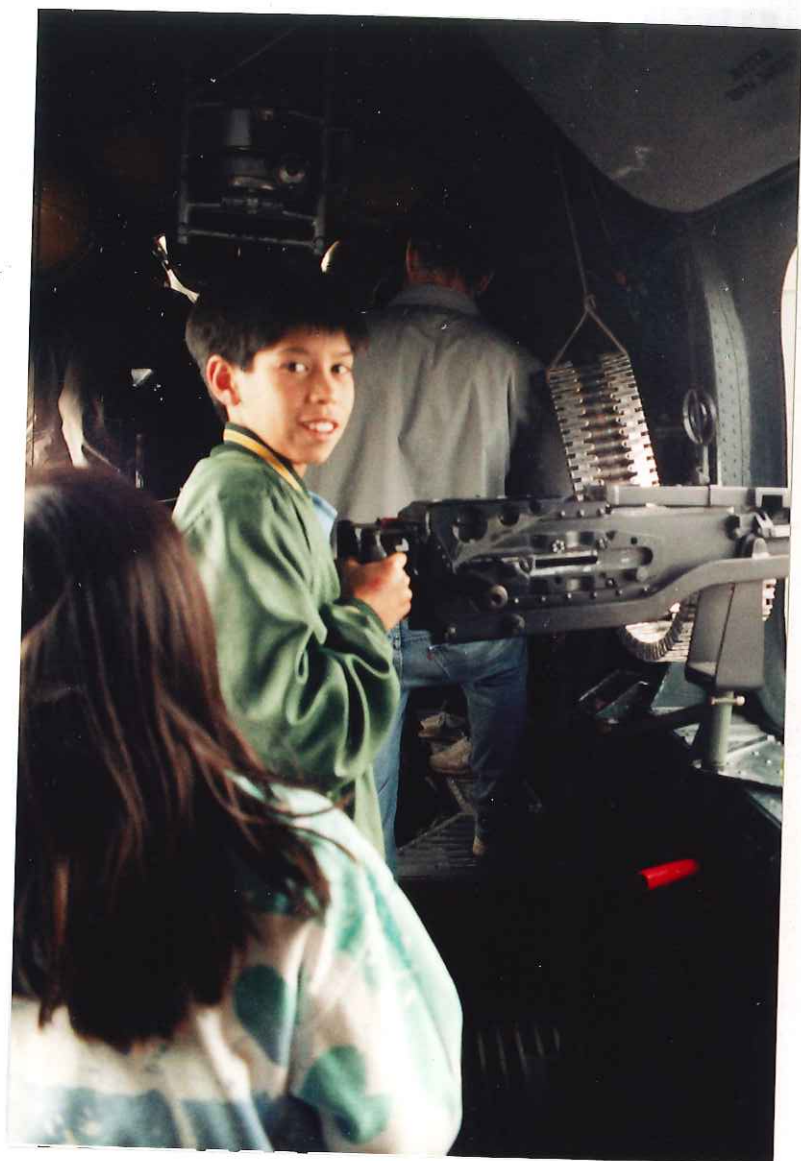


- 1 AMMUNITION
- 2 CAMERA
- 3 BROWNING .50-CALIBER M2 MACHINE GUNS
- 4 ARMOR PLATES
- 5 DIRECTIONAL RADIO LOOP
- 6 OXYGEN TANKS
- 7 500-POUND BOMBS
- 8 RADIO
- 9 LIFE RAFT
- 10 MAIN WHEEL WELL
- 11 SELF-SEALING FUEL TANKS
- 12 DE-ICER BOOT
- 13 OIL TANK
- 14 OIL COOLER
- 15 ENGINE MOUNT
- 16 ENGINE
- 17 CATWALK
- 18 BOMB-BAY DOORS
- 19 FRONT SPAR
- 20 REAR SPAR
- 21 RADIO OPERATOR
- 22 ANTENNA TUNING UNIT
- 23 MAIN TRANSMITTER
- 24 NOSEWHEEL AND RETRACTION GEAR
- 25 PITOT HEAD
- 26 TRANSMITTER TUNING UNITS
- 27 AIR DUCT SYSTEM

The B-24's cramped interior housed a crew of 10. The bombardier—as here—normally manned the forward guns, but the navigator, behind him, could take over in an emergency. The flight engineer worked the top-turret guns over the radio operator's desk. The belly gunner occupied a retractable ball turret amidships; he could not get out without assistance.



B24. 6/90 at Palwaukee Airport
Looking from the gang plank to the radio
desk|chair
Behind the yellow 'do not cross' tape



B24, 6/90 at Palwaukee Airport

Molly and Joe

At guns behind the wings



*B24, 6/90 at Palwaukee Airport
Tail gun*



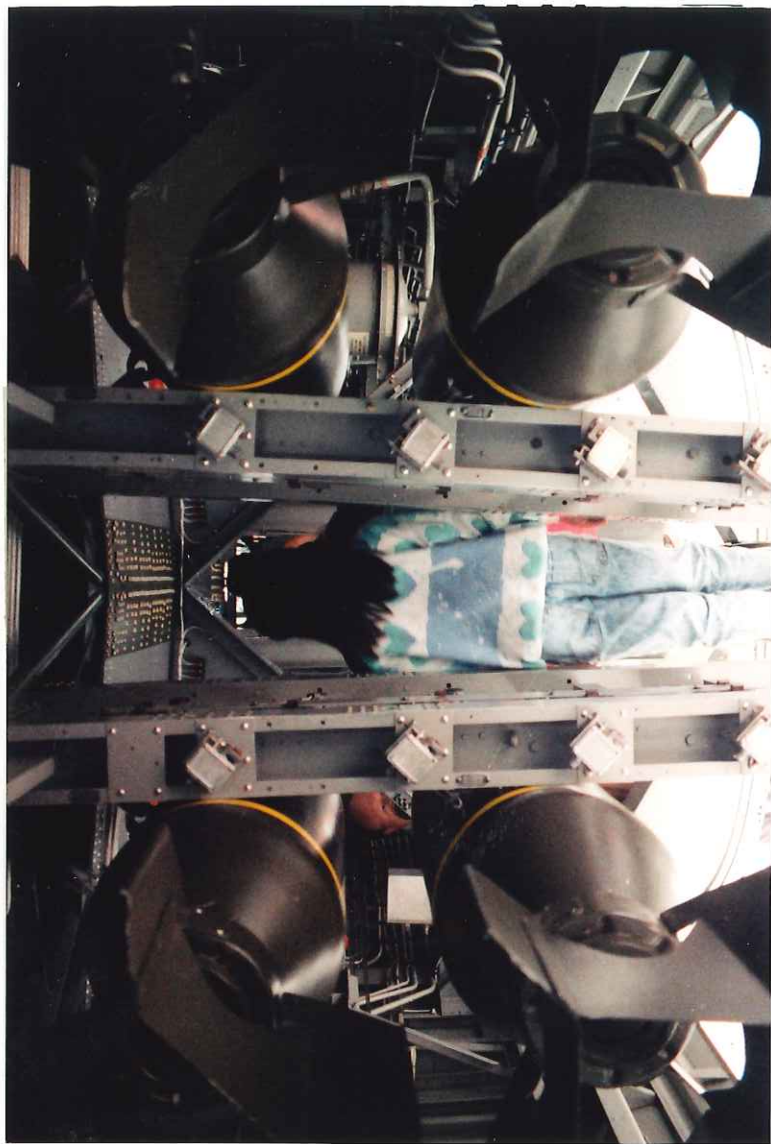
Dungarvan





B24, 6/90 at Palwaukee Airport

Near: Co-Pilot; far: Pilot



B24, 6/90 at Palawankee Airport
In Rear of Plane, looking to the front at
gangplank between the bomb holders



324, 6/90 at Palwaukee Airport



*B24, 6/90 at Palawankee Airport
Nose*

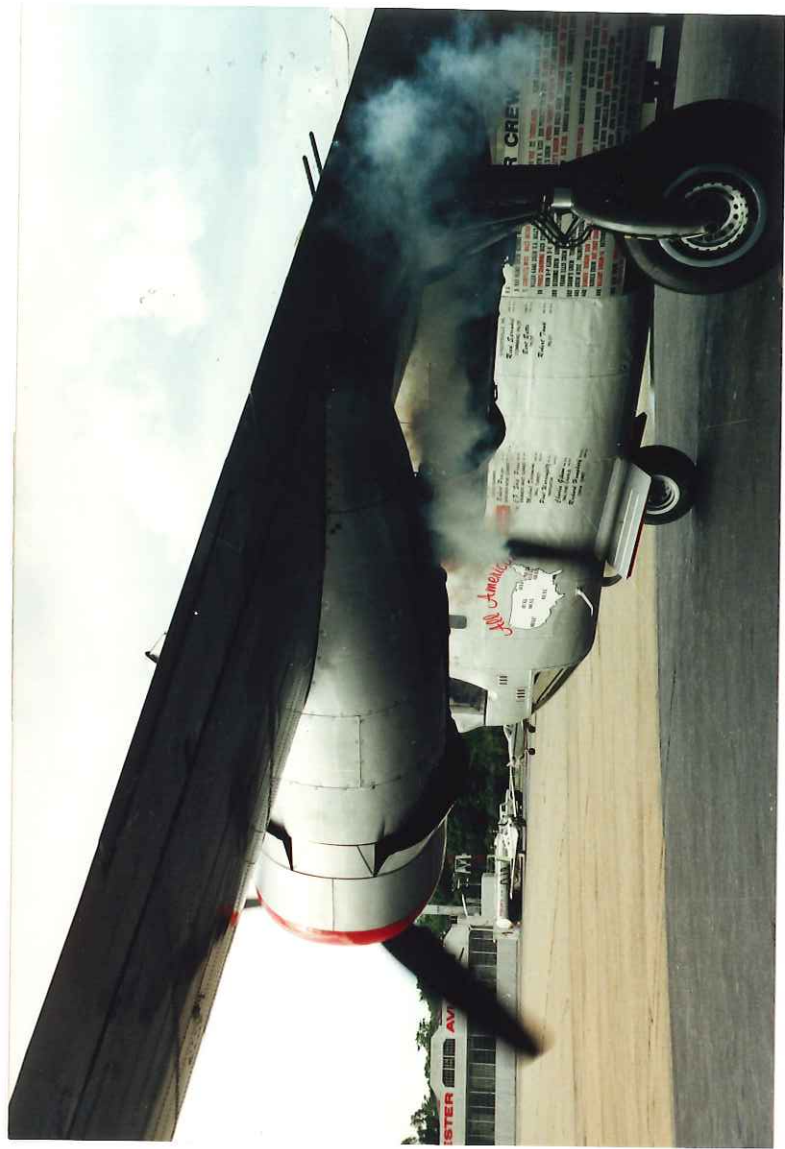
*B24, 6/90 at Palwaukee Airport
Joe, Molly, Tom Gerr*



*B24, 6/90 at Palwaukee Airport
Bottom of plane, roller doors on bomb bay
from outside of the plane*



REPRODUCED FROM
NATIONAL ARCHIVES

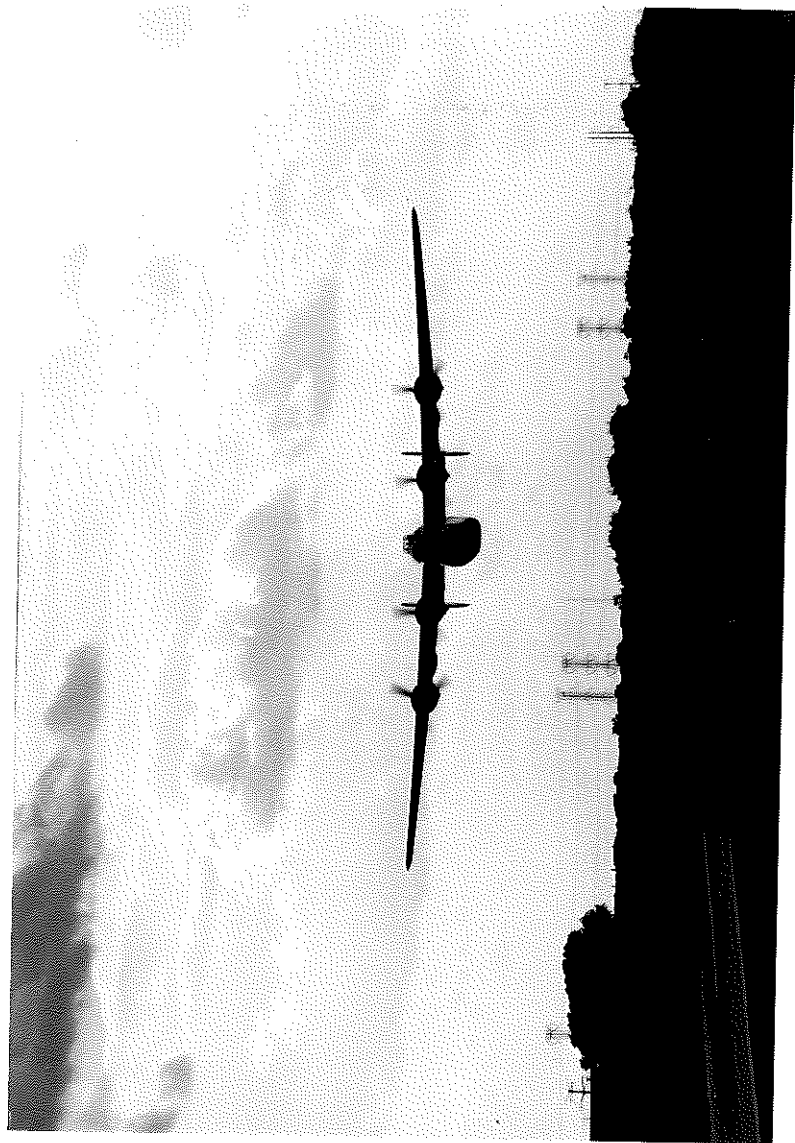


*B24, 6/90 at Palawankee Airport
Starting up for takeoff*





B24, 6/90 at Palwaukee Airport



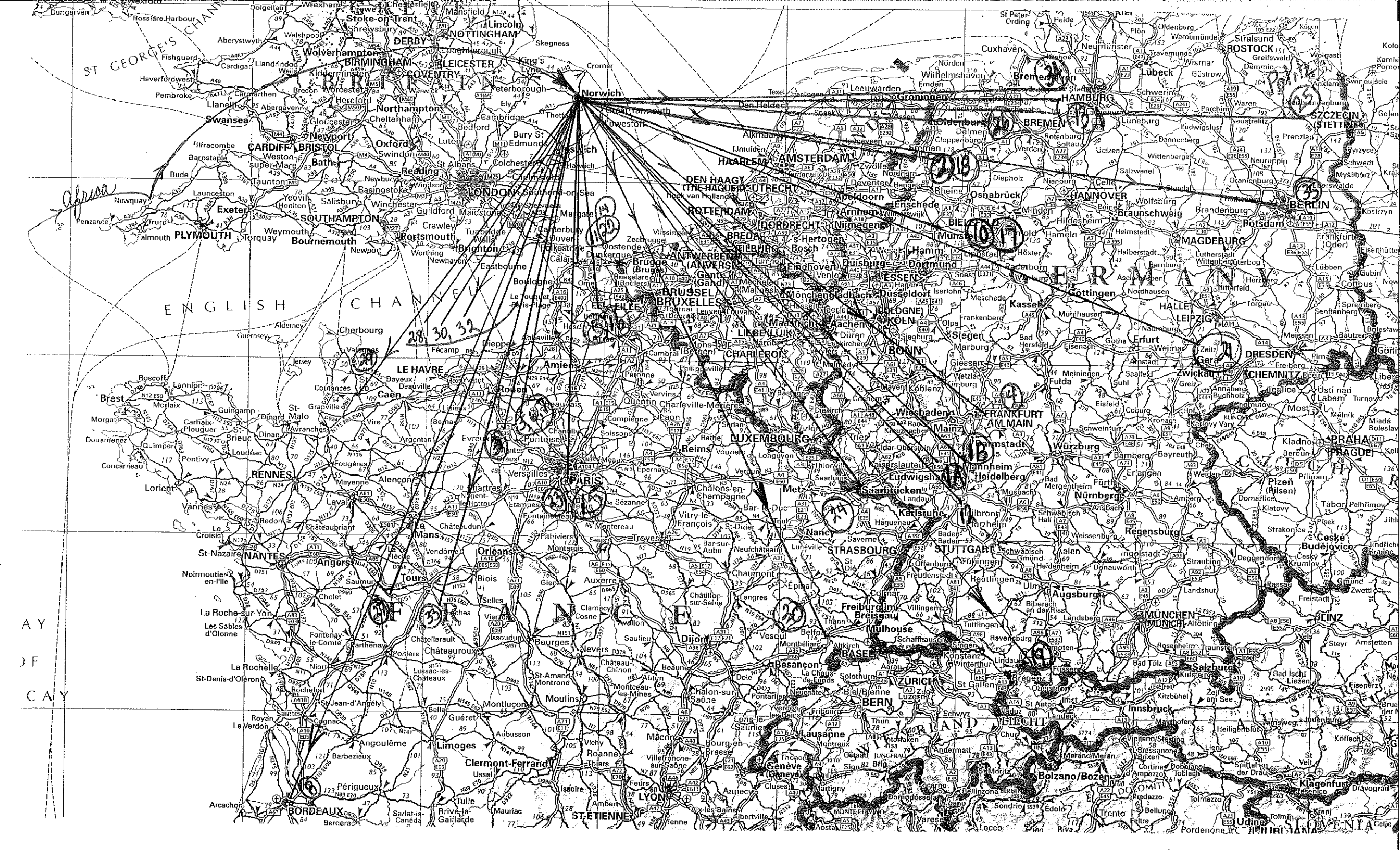
*B24, 6/90 at Palwaukee Airport
Airborne*



B24, 6/90 at Palwaukee Airport
Flyover

1944													
JANUARY							JULY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
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9	10	11	12	13	14	15	9	10	11	12	13	14	15
16	17	18	19	20	21	22	16	17	18	19	20	21	22
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30	31						30	31					
FEBRUARY							AUGUST						
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MARCH							SEPTEMBER						
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APRIL							OCTOBER						
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29	30						29	30	31				
MAY							NOVEMBER						
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29	30	31					29	30	31				
JUNE							DECEMBER						
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29	30						29	30	31				

1945													
JANUARY							JULY						
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15	16	17	18	19	20	21	15	16	17	18	19	20	21
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29	30	31					29	30	31				
FEBRUARY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
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8	9	10	11	12	13	14	8	9	10	11	12	13	14
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22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30						29	30	31				
MARCH							SEPTEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
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22	23	24	25	26	27	28	22	23	24	25	26	27	28
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APRIL							OCTOBER						
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8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30						29	30	31				
MAY							NOVEMBER						
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8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30						29	30	31				
JUNE							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
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22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30						29	30	31				



Memory Is Elusive —
Capture It

Five Year Diary

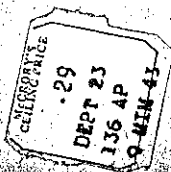
The Mind

is a wonderful machine. It needs but be just
refreshed and incidents can again be revived
in their former clarity.

A Line

Each Day, whether it be of the weather or of
more important substances, will in time to
come bring back those vague memories, worth
remembering, to almost actual reality.

Bert Manufacturing Company
Irvington-on-Hudson, N. Y.
Made in U.S.A.



*If I don't come
back in
This is My Personal
Five Year*

DIARY

1/57 John Hadle

5510 W. Maryland Ave

Chicago, Illinois

INTRODUCTION

Five years of your life, in written form, will be your reward for keeping this book faithfully and accurately. You will record your daily habits, your thoughts, and events of importance. As you round out this chronicle of your doings, you will be able to check back a year from the time you are writing, and see at a glance your activities of a year ago. As you go along, you will be able to turn aside the veil of forgetfulness, and see the events of two, three and even four years ago.

You will find amusing recollections that will bring chuckles — possibly business affairs whose record will prove valuable, and certainly little precious memories that you will want to keep in the permanent form which this book provides.

Five years of your life, in written form,

Nov 17, 43
JANUARY 4

19

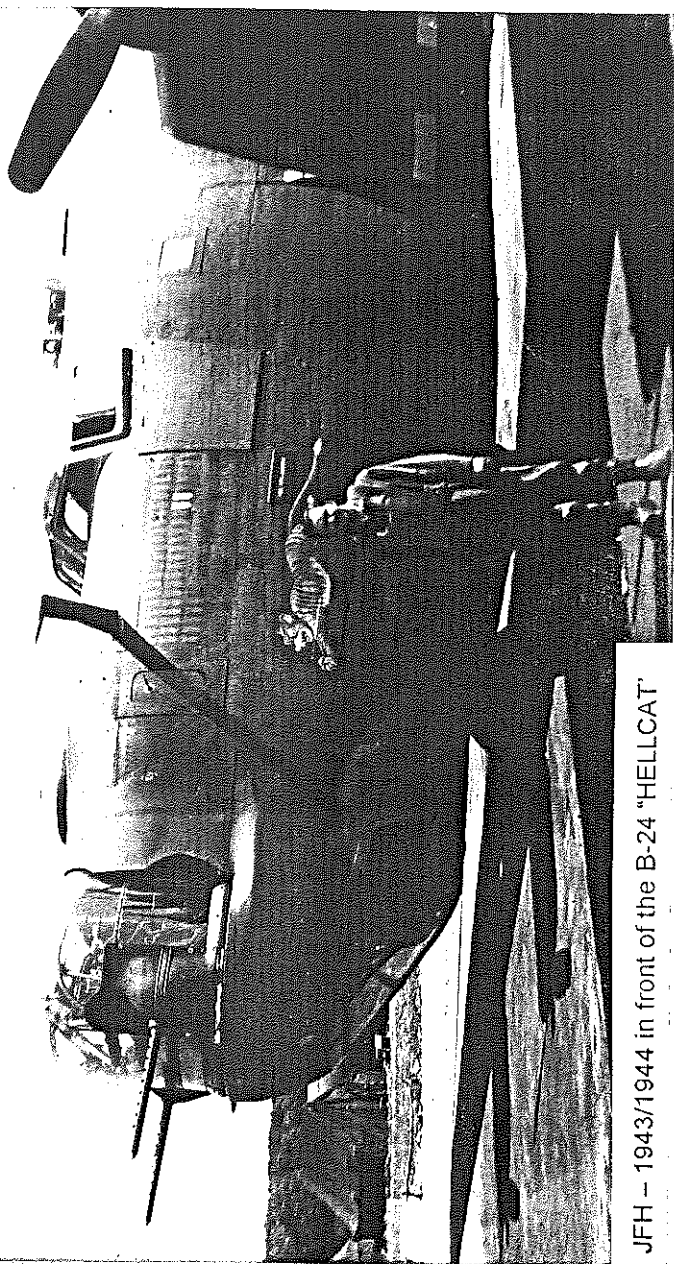
Well today is the day I started my diary of my troubles while on my plane the "hell cat".

19

Today we were supposed to leave for Porto Alegre but we were grounded because of weather. This afternoon I watched some girls practice for a play they were going to put on next Monday. This one girl, the smallest one her name was Connie Lee and works at Air Corps camp.

19

I guess that all was all right off for now.



JFH - 1943/1944 in front of the B-24 "HELLCAT"

11/18/43

JANUARY 2

19 Well - Today was the day.
 Up I left the state and I
 sure felt bad as I saw
 the B. Lina coast disappeared as
 they left out over the ocean.
 We took off at 0840 and landed
 at 1410 on Porto Rico, Perimeter
 field. This field is quite a
 place, the runway runs along
 the hangar and only time a plane
 take off, the buildings shake,
 all the birds here are of
 mangrove design and have no
 windows just shelter. Room
 the best is 80 a quart and it
 costs \$1.10 for a room plus 2. for
 a night so they tell me
 I think well get a engine change
 because No. 4 is throwing oil again
 Cigarettes 06 a pack 450 a carton

11/19/43

JANUARY 3

19 Today I got up at 11:30 and
 went over to the PT and got 300 tons
 of smoke 60 each. They test topped
 are plane and it's still throwing oil.
 19 Bought a pair of swimming shorts
 and tomorrow I am going swimming
 as soon as I get my
 I saw a couple of natives
 today that made P.O.L.
 must look rich. If I
 only saw get a phos cell
 be "off".

19

19



JFH at Tibenham, Norwich England – 1944

ARMY AIR FORCES

RADIO LOG

RADIO CALLS	
INTERNAL	
EXTERNAL	
PHONE	
COLLECTIVE	
SPECIAL	

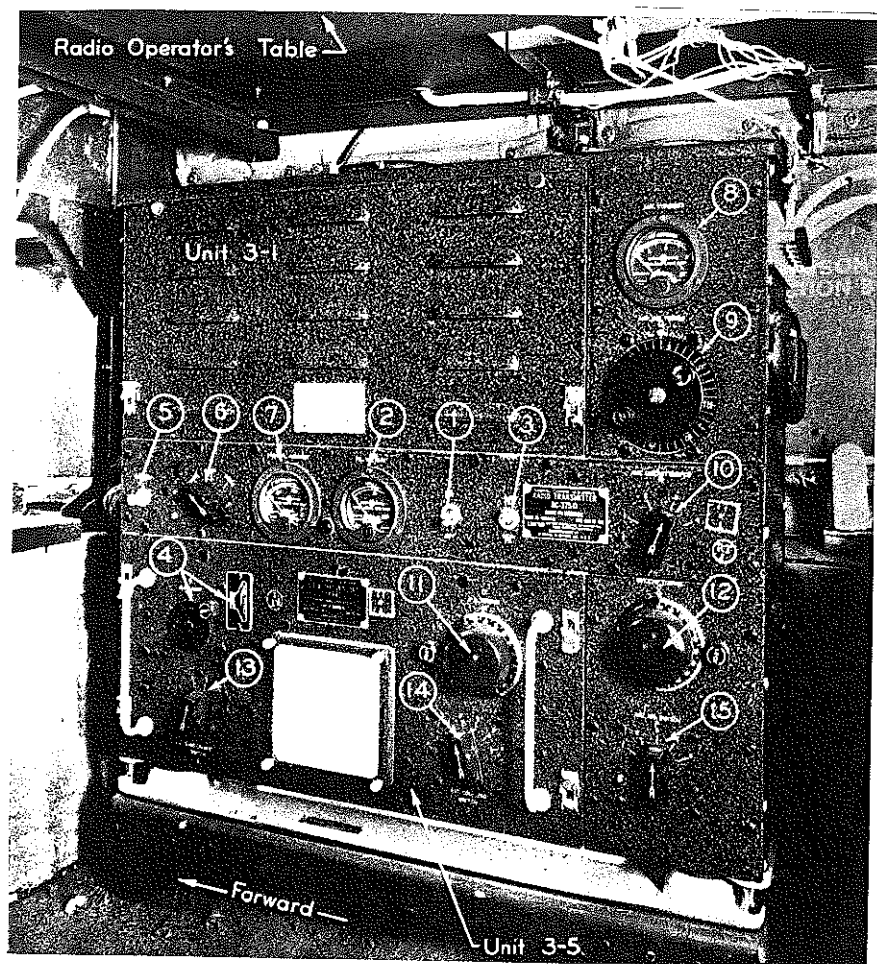
TO	FROM	FLIGHT NO.	DATE
	MORRISON	BORINGUEN	11/15/43

TIME	TO	FROM	FREQ.	EMISSION		MESSAGES/REMARKS
				AL	AZ	
		WZC				T/Sgt John F. Hadde
1245	WZC	3667	4595			QAO 1246ZK/R
1343	WZC	3667	4595			QTC 1415/ NAL BT 160/OC/1344ZK/R/R
1443	WZC	3667	4595			WAR BT 380/OC/1445K/R/R
1550	WZC	3667	4595			WAR BT 485/OC/1559K/R/R
1615	WZQ	3667	5200			QSV 11/ NO ANSWER
1644						Keep up every 5 min till 1648 still no answer
1645	WZC	3667	8200			WAR BT 660/OC/1645K/NO ANSWER
1715	WZQ	3667	4595			WAR QOP 1802K QDP 1918
1744	WZQ	3667	4595			NAL BT 760/OC/1743ZK/R/R
1810	WZQ	3667	4595			QAL 1815K/1719
						T/Sgt John F. Hadde

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ATTACHMENT



Liaison Transmitter, Under Radio Table

RESTRICTED

Radio Operator's Table

Unit 3-17

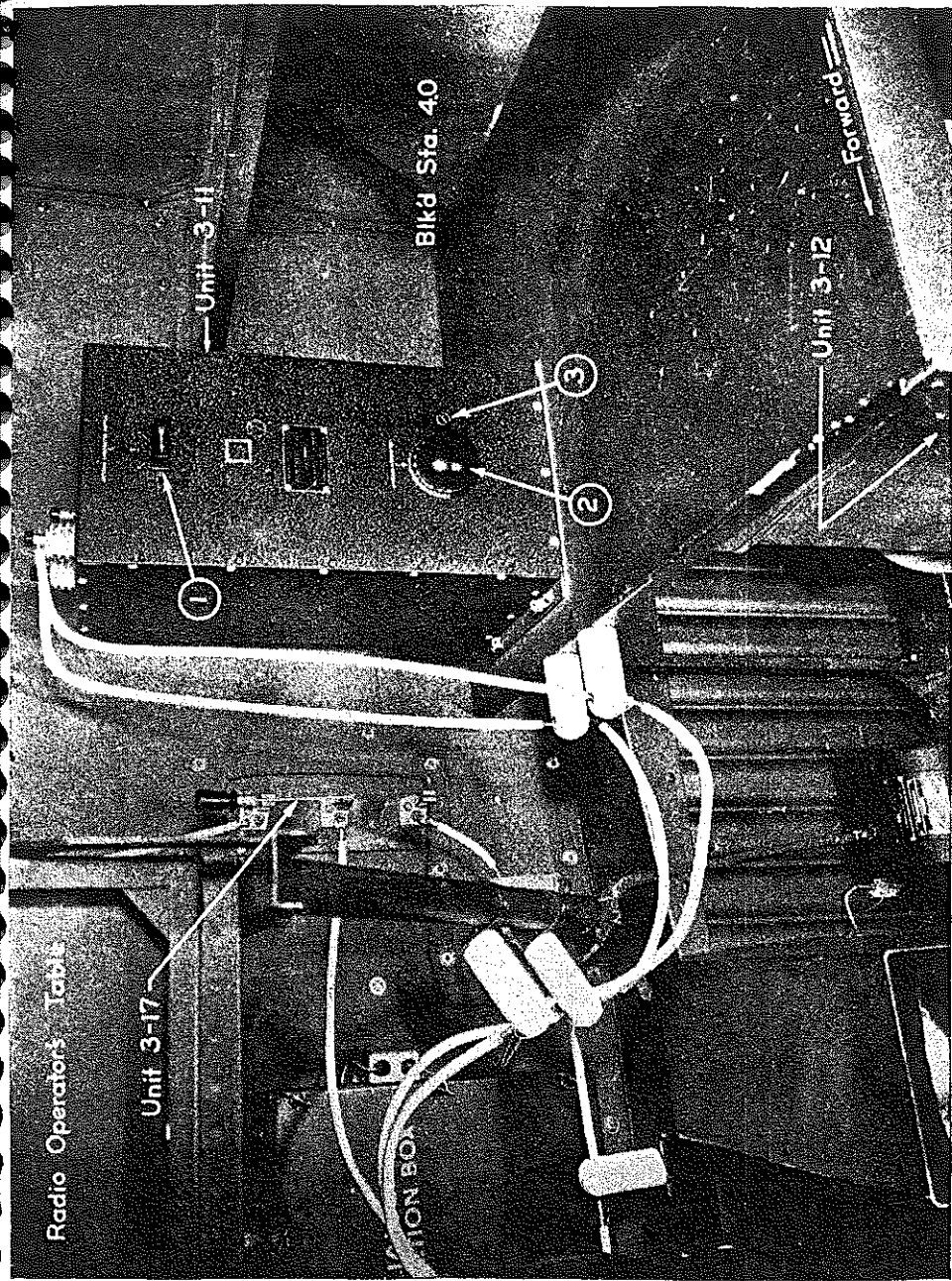
Unit 3-11

Blkd Sta. 40

Unit 3-12

Forward

Right Side Flight Deck, Aft of Radio Table



CASE

Unit 1-5

Unit 3-2

Forward

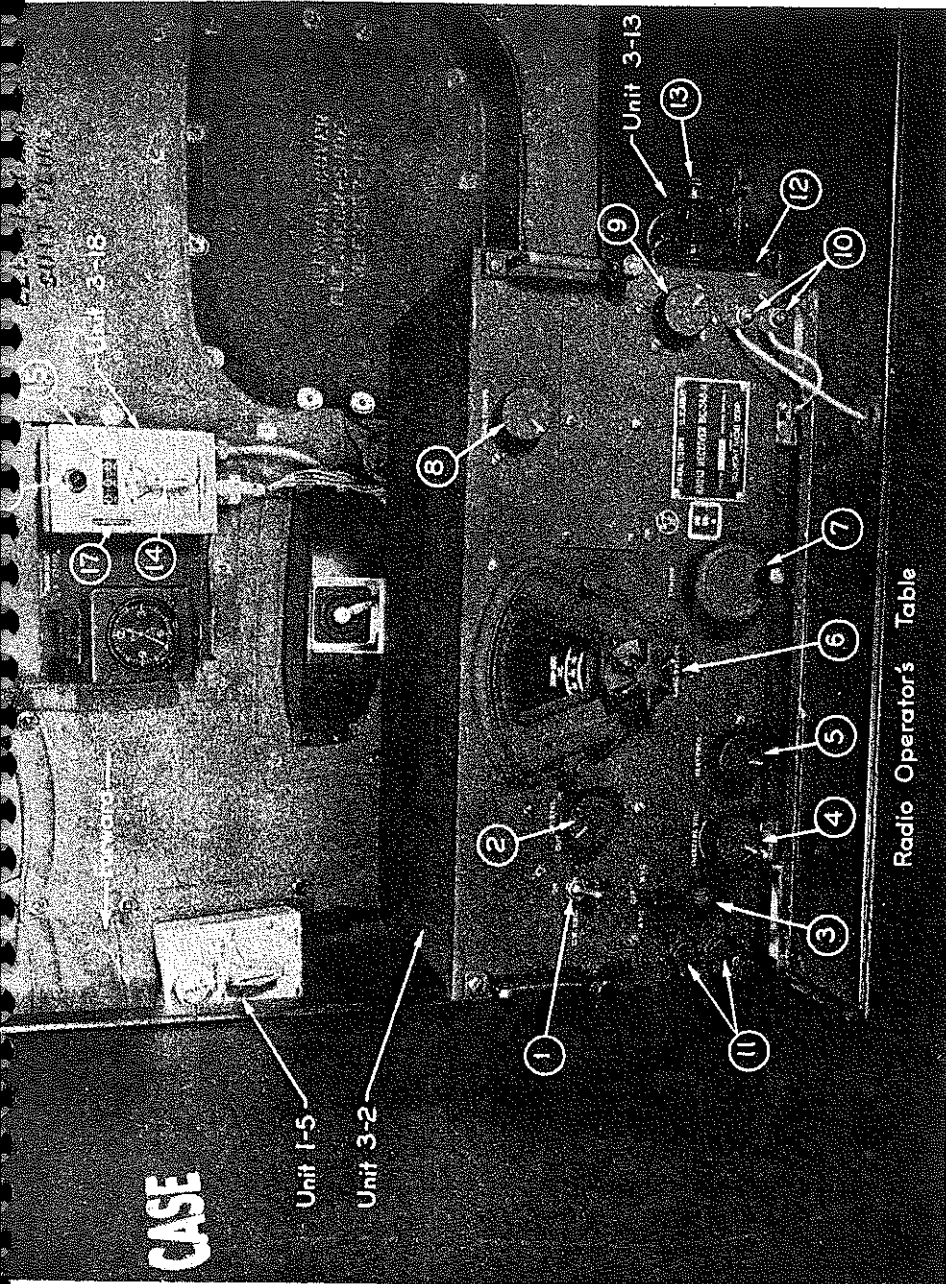
Unit 3-18

REPAIRMAN'S COPY
FLT. 43-224-257-105
257-105

Unit 3-13

Radio Operator's Table

Liaison Receiver



11/20/43

JANUARY 9

19 A lot of things happened today. The plane is still safe. I went swimming and I also got a good 19 The road going to town is all full of bottle stores, and

Henry and myself got a 19 and also had a couple of chickens in the camp.

The town is the bestest place in the world. I think and the people are the same except the girls they call them women. I don't like them but

19 they can't be touched. So today says today was the first time I ever took a bath.

11/21/43

JANUARY 5

19 So day they tried to fix the plane again but the crew I went swimming with a couple of officers wife and had a lot of a

At night I went to town again with Mizukie & Harry we had a couple of drinks in 19 the town and then went to Chatterbox. This is a lot

we have and we had a couple of more drinks and then got ourselves a couple of

19 girls and went up stairs. The girls are damned in a place on earth. All you have to do is sell a girl and she gets her legs over your and then you get and have a couple of drinks and have some on.

1/22/43

JANUARY 6

5.00

8.00

JANUARY 7

1/23/43

19 Today we left Puerto Quercas and went to Walter Field. I'm tired. I'm tired is "off" for some people, but you can guess how the U.S.A.

The sighted a few fish nets as soon as we landed. I saw and raft from the group of the first 4 migrants around 19 crew circled around but could not see anything more and me. The birds were all away and we had to sleep under mosquito nets.

19

19 We saw a movie in what used to be a old German hangar.

19

19 I got a few pictures of the migration many I show this all to the boys and today.

RADIO CALLS	
INTERNAL	3667
EXTERNAL	3667
PHONE	3667
COLLECTIVE	
SPECIAL	

U.S. DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF STAFF
WASHINGTON, D.C. 20315

ARMY AIR FORCES

RADIO LOG

PAGE 1

ATC	427585	FLIGHT NO.	100	TO	Beringer	DATE	11/22/43
-----	--------	------------	-----	----	----------	------	----------

TIME	TO	FROM	FREQ.	MISSION	MESSAGE/REMARKS
1413				ALT. 20,000	
1447	W2Q	3667	4595		ON Watch T/Sgt John F. Hadley
1538	W2Q	3667	4595		QAD 1449 ZK/R
1617	16N	6525W			NR1 BT 160/00/1537K/R/R
					SIGHTED WHAT SEEMED TO BE A PART OF A LIFE RAFT FLOATING JUST BELOW THE WATER, CIRCLED A FEW TIMES, NO SIGNS OF LIFE FORMS APPARENT WHEN SIGHTED 1500
1648	1530N	6445W			Sighted a yellow pillow and also dark green patches in the water.
1650	W2Q	3667			NR2 BT 235/00/1650K/R/R
1654	W2Q	3667			Sighted two men went left water about 1/2 mile apart also sighted life raft with four black marks on it, all three
1716	15N	6430W			Sighted four men went left water with one life raft. Not certain appeared to be NR3 BT 330/00/1742K/R/R
1742	W2Q	3667			NR4 BT 410/00/1832K/R/R
1849	W2Q	3667			Weather Tower 1 From 3667 18-29 in note from 1849
1932	Weather Tower	3667			WILL LAND AT YOUR FIELD APPROX 1940 GCT. Not certain and not placed

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1757 J. H. F. HADLEY
AT WASH DC

11/24/43

JANUARY 8

6:10

19

Today we flew from
Bellevue Field to Natal, Brazil.
It was a pretty good flight
except for a few clouds. We took
a few pictures and it
got a little rough at the
end.

This is a new base
and we got it for a day.

19

19

JANUARY 9

11/25/43

19

Today I went swimming
at the beach and
ate about 3 pineapples.

19

The Brazilian army is
back along the coast
and the 1st Col. made
less the a week ago
in the army.

19

Got home at 3:30 and

19

21/4/43

12/11/43

JANUARY 10

10.30

19

Today we left Matel Bogil
and flew over 1000 islands of
Swatow to Apressey Parkes. To
19 be exact. The German
were on the field and were using
it last Dec.

The town of Parkes was
quite a town, they have found
gold and silver, getting on
about and in fact the
most common thing around

19

Had to leave for a couple and
then go to some of the
place north.

19

JANUARY 11

12/9/43

19

Today I stayed until 11.30
and then got up and found
my suitcase
19 I went to Dapow and
saw a lot of fruit, water
and some more. I
also found what I
went to see. A good
girl, she and the old
69 in the house. I
got a couple of dollars
19 dollars and then a
few other things, a couple
of dollars, and a couple
of more, and some

19

17/12/43

JANUARY 12

5 30

19

Today we flew to Wanaheke
Alma and I took 8:30

19 There is a French base and
we posted over the desert on
the way to it.

19 I fought and pulled
today for 1200 km about
\$24. Bob asked \$46. for
it at first

19

10:30

JANUARY 13

12/14/43

19

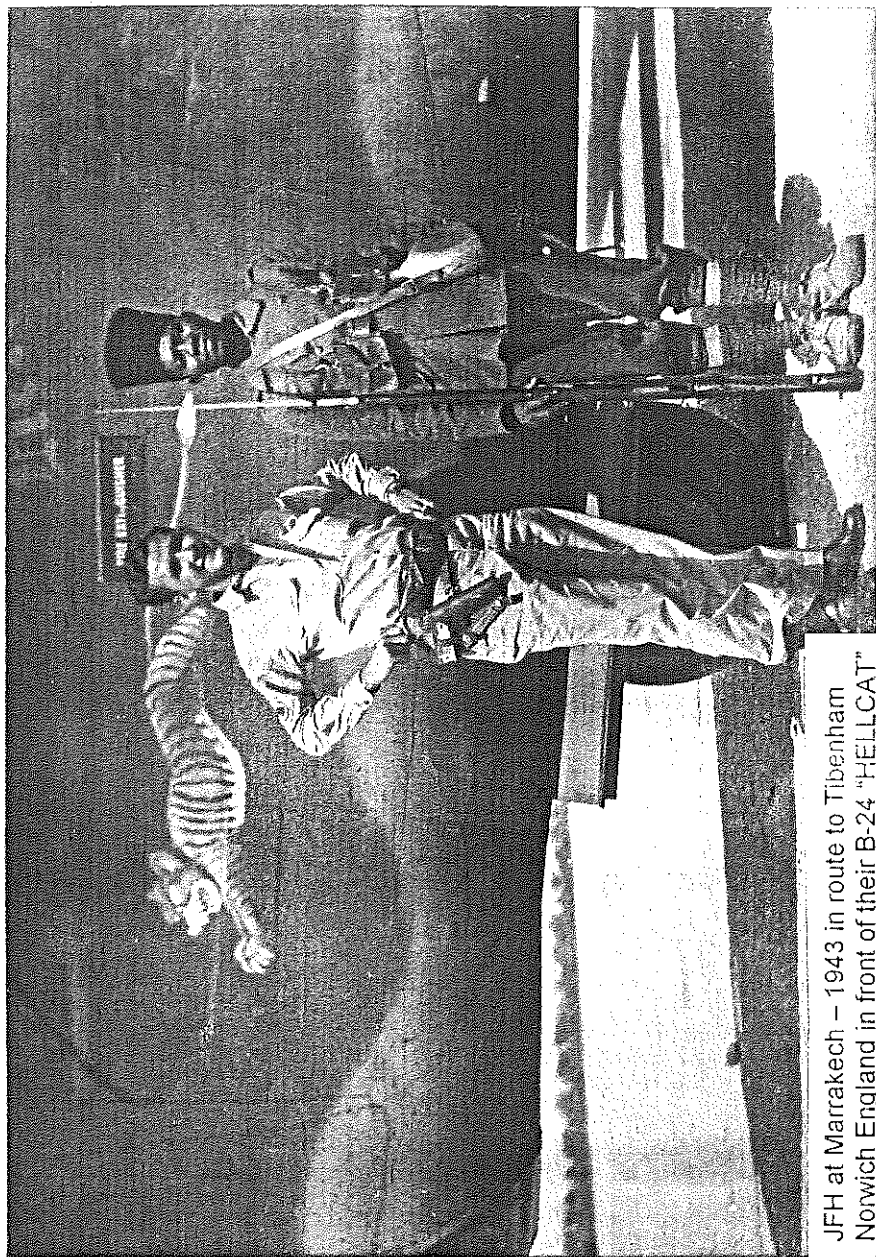
Today we flew from
Marsden to England
There was some German
interference on the main
19 Frege and I had a
hell of a time getting a
QDM

19 We went to Town today
and if the English started
luck like they have the
boat

19 The name of this down
is Newquay.

19

19



JFH at Marrakech - 1943 in route to Tiberham
Norwich England in front of their B-24 "HELLCAT"

12/20/43 JANUARY 14 2:15

19 Today we flew from
New York, England to
England England

19

18 8:00 Dec 30
18 12/30/43 JANUARY 15 12/30/43

19 Today I flew my first
mission and it was
really rough.

19

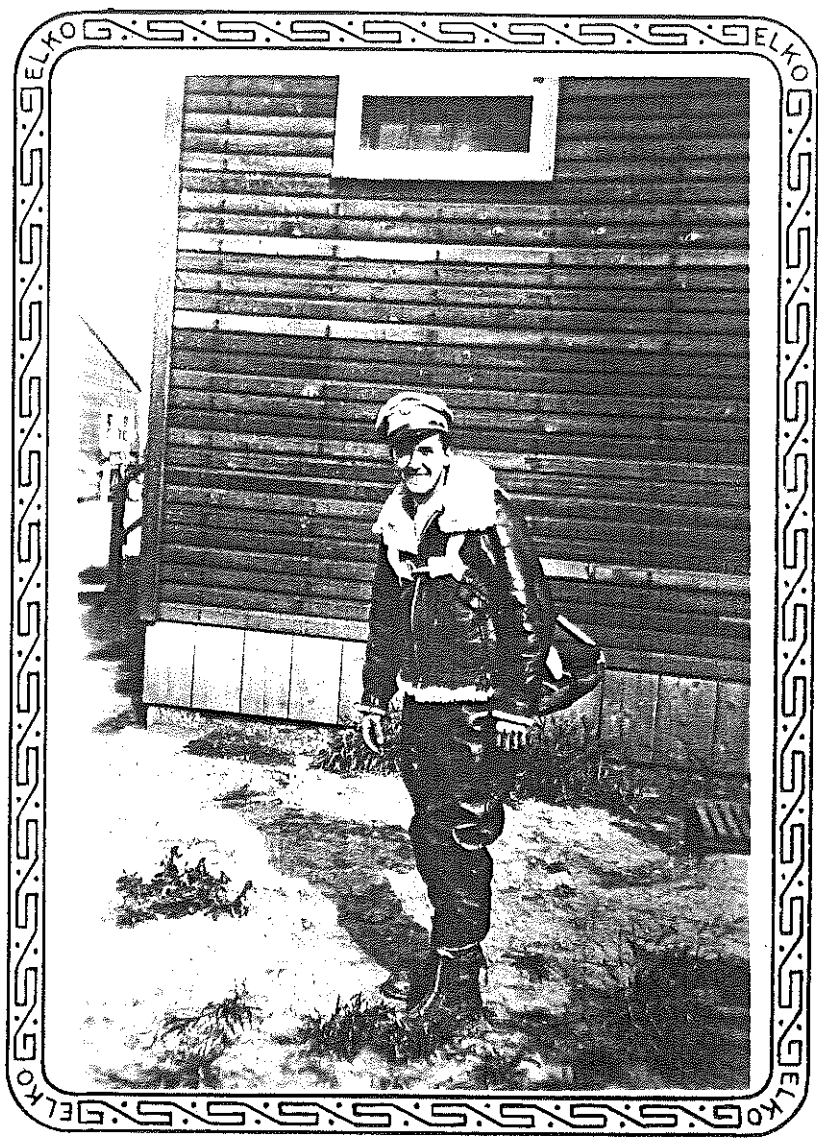
The Royal Naval Bomber
on this city that make
several small oil and other
deposits. The name of
the city is *Quissant*
Mammheim. About 1800
around town 5 hot waves
at 25,000 ft for 3 1/2 hours
without oxygen because
my oxygen froze up.

19

19

19 45° below today.
I thought I'd hit
40-100 lb in

19



JFH - 1944



JFH at Tibenham, Norwich England – 1944

All-Day Offensive Follows Record Blow At Targets in Reich

Munitions Posts in France Main Targets; Over 1,700 American Planes Used In Greatest Mission Thursday

Fleets of Allied warplanes, spearheaded by a vast armada of American bombers and fighters, struck at Nazi targets throughout the occupied countries in daylight yesterday. The first bombers went out before daylight, and the last were still streaming home at dusk.

The day-long attacks, concentrated chiefly against German munitions targets in France, followed the record-smashing American assault of the day before in which the USAAF sent out more fighters and more bombers—both heavy and medium—than ever had gone against the enemy before. The number unofficially was estimated at more than 1,700 planes.

Thursday's targets, which still had not been

announced late last night, were in southwestern Germany and were attacked through ten-tenths cloud. The official German version, broadcast by Berlin, named Ludwigshafen and Mannheim as the principal targets.

Twenty-two heavy U.S. bombers and 12 fighters were reported missing. Twenty-three German fighters were claimed destroyed.

The fighter escort on Thursday, comprising P38s and P47s, as well as Spitfires, set up a new long-distance record, Eighth Air Force headquarters announced. Ludwigshafen is approximately 500 miles from London. The fighters' previous distance mark was the 750-mile round trip to Kiel.

B26s Hit 'Rocket Coast'

Medium bombers of both the USAAF and the RAF, escorted by fighters, yesterday kept up their all-out attacks on military installations in northern France—presumably the emplacements for Hitler's so-called secret rocket guns. U.S. Marauders again reported no losses.

While late last night there had been no official announcement of yesterday's targets, the Nazi-controlled French radio named suburban Paris as one of the day's objectives.

Through the day's long operations, U.S., RAF and Allied fighters threw up unending cover for the bombers.

For the USAAF, yesterday's and Thursday's assaults, in the greatest strength ever assembled for daylight air blows, rounded out a year in which the weight of the bombing attack grew steadily to a peak in December when probably more than 11,000 tons of high explosives and incendiaries were dropped by the heavies on Nazi targets.

Thursday's bomber and fighter force was described officially as "the largest American task force ever dispatched by the Eighth Air Force." It included probably more than 1,500 fighters and heavy bombers going to southwestern Germany, and the largest number of mediums ever to take off in the ETO.

There was no early indication of the size of yesterday's attack, but French radio stations were telling of a raid on the outer suburbs of Paris, even as other Allied bomber formations were streaming out across the English Channel.

Forts, Libs Again Bomb NW Reich

Travelers in Stockholm
Say Berlin Attacked
By Lone Planes

Flying Fortresses and Liberators attacked targets in Germany in daylight yesterday.

The first official announcement last night said only that the bombers "hit targets in northwest Germany," but Berlin radio reported a heavy attack on areas in the central Reich as well.

It was the fourth day of operations for the U.S. heavy bombers in the new year. Attacks on Jan. 4, 5 and 7 also included targets within the Reich itself.

In Stockholm, travellers arriving from Berlin said the German capital was bombed by isolated planes between 11.30 AM and 12.15 PM yesterday. German radio said American bombers were over central Germany about that time.

While some Fortress and Liberator groups, cruising above the clouds in northwestern Germany for targets of opportunity, reported almost no fighter opposition, other formations came back to British bases with descriptions of some of the most bitter dogfights of the war.

German radio reports told of intense battles across wide stretches of Nazi sky and claimed that the bombers, making their first penetration of central Germany since the Schweinfurt attack of last Oct. 14, were "dispersed with heavy losses."

Unescorted, Nazis Say

The German reports said the U.S. bombers which went to the central Reich were not escorted by fighters, and that Nazi interceptors hacked at the formations all the way from the coast. The Nazis claimed "the American attack was dispersed and directed against several places with comparatively weak effect."

While the heavies were over Germany Allied medium bombers and fighters were reported crossing the Straits of Dover in large formations. Spitfires and bomb-carrying Typhoons launched the day's attacks over the Channel, and medium bombers followed. There was no official announcement of the attacks at a late hour last night.

While reports on the heavies' bombing were slow in coming in last night, crews of some Fortress formations described pin-point hits on targets despite bitter opposition from Nazi fighters and heavy U.S. losses.

Brig. Gen. Robert Travis, of Savannah, Ga., combat wing leader, described a successful attack on a target despite almost desperate fighter intervention.

"The fighters kept coming in bunches," Gen. Travis said. "They came straight through the formation from all angles. . . . Haphazard flak was a welcome relief from fighters."

He said the Nazi interceptors obviously were out to stop the bombers at any cost. Combat crewmen in the formation reported good bombing despite the opposition.

The official German report on the day's assault, which likewise mentioned no specific targets, said:

"A strong U.S. bomber formation at noon today made the attempt—not dared since October—to penetrate deeply into central Germany without fighter escort."

The attack, apparently directed against central German towns, met heavy opposition over sea and land from German fighters. The American attack was thus dispersed and was therefore directed against several places with comparatively weak effect. Fierce air combats developed as the Americans approached and as they turned back.

"First reports indicate that a great number of planes were brought down."

Mosquito bombers kept up their hit-and-run intrusions Monday night, setting

(Continued on page 4)

Raids

(Continued from page 1)

Berlin's sirens wailing and also hitting objectives in western Germany, all without loss. It was the eighth night in the first ten of the new year that the fleet, wooden RAF bombers had been out. On three of those nights they hit Berlin, from which the jittery and bomb-nervous civilian population was reported still fleeing to safer areas.

From Paris radio came a mysterious report that four American four-engined bombers had been shot down over France in daylight Monday. No U.S. operations were reported on Monday, however.



Forts Hit Frankfurt 2nd Time in 4 Days; Calais Gets It Again

Fighter Opposition Nil in Comparison With Thursday Battle, Fatal to 29 Forts; Direct Hits on Rail Center

Flying Fortresses carried on the ever-growing Allied aerial offensive against the Luftwaffe and its supporting factories yesterday with a strong blow at Frankfurt, railway center of southwestern Germany and site of important aircraft and other military manufacturing plants.

Simultaneously formations of Liberators and Marauders again struck the unidentified military objectives in the Pas de Calais area of France.

The assault on Frankfurt was in sharp contrast to the mission the previous day against Brunswick, when the Fortresses and their escorting fighters ran into what was probably the heaviest fighter opposition yet encountered

against Germany.

Only five bombers were lost yesterday—the lowest toll recorded for any major operation against Germany. One Liberator failed to return from the Pas de Calais operations. None of the Marauders was lost. At the same time, U.S. fighters claimed 32 German planes against a loss of 14 of their own. Mustang pilots alone claimed 14.

29 Lost Thursday

In the assault on Brunswick Thursday, despite a 21-hour air battle described by many Fortress men as the worst ever experienced over Europe, American losses were held to 29 bombers and eight fighters. In the Jan. 11 attack on Brunswick, Oschersleben and Halberstadt, the USAAF lost 60 bombers and shot down 152 fighters. The Thursday score for the American planes, according to Eighth Air Force figures yesterday, was 84 enemy aircraft destroyed, 29 by the heaviest and 55 by fighters.

The Fortresses yesterday were reported unofficially to be approximately the same strength as in the Brunswick operation, but the fighter cover was far heavier, and many of the early returning crews reported that German fighters would poke their noses out of the clouds only to duck back again. Some Fort crews did not encounter a single enemy fighter.

The attack on Frankfurt yesterday was the USAAF's second in four days and fifth since operations against Germany began. The first U.S. raid on the great industrial and transportation city was on Oct. 4, but the great assault obviously designed to flatten the city got under way Jan. 29, when 800 bombers, escorted by 700 fighters, deluged the city with 1,800 tons of explosives.

Dense masses of smoke billowed up from Frankfurt, according to crewmen back from the 900-mile round trip over snow-covered Germany. The city was partially covered by clouds, and some bombardiers had to use the new technique for bombing through overcast. Others, able to watch their bombs, reported direct hits.

12 Raids in 15 Days

Mustangs, Lightnings and Thunderbolts escorted the four-engined bombers to Germany, while other Thunderbolts covered the Liberators in their run to France. Heavy bombers of the U.S. Strategic Air Forces in Europe have now struck Continental objectives in 12 of the last 15 days.

This exceeds by one the largest total of raids in any one month since the heavies began operating in this theater—and the best evidence of their new striking power.

Liberators, escorted by P47s, bombed military installations in the Pas de Calais area of France, making their 11th attack

(Continued on page 4)

Raids - - - -

(Continued from page 1)

on enemy targets in two weeks. They encountered no German fighters, but flew through considerable flak over some of the targets.

"I'd rather take on Bremen than another deal like today," related 1/Lt. Walter McCarrie, of Ocala, Iowa, pilot of "Heavenly Daze II," which returned from her maiden mission with numerous flak holes.

2/Lt. Charles Young, of Dayton, Tex., skipper of the "Flying Squaw," declared: "The legend of that territory being easy wasn't justified today. It was the roughest 'easy' mission I've ever made."

Marauders, flying their ninth mission of the month, returned to the Pas de Calais yesterday morning to pound military objectives. Escorted by RAF, RCAF and Allied fighters, they returned without loss.

(14) ~~Feb 3~~ Feb 4 6:30
JANUARY 18 52-100lb inc

19

Today we bombed Guadalcanal
and the flick were still
no enemy fighters were sighted

19

The temp was 42 below

19

19

19

19

19

19

(15) Feb 5 3:00
JANUARY 19

19

Today we bombed Johnston
with 4 2000 lb bombs

19

This was a short sail
and we got 12 more flaks
blow in our plane

all missed

NW Reich Hit In Heavies' 7th Raid in 8 Days

U.S. Bombers Escorted To Targets and Back; Report Intense Flak

Striking their seventh blow in eight days at the German war machine, American Fortresses and Liberators attacked targets in western Germany yesterday.

Details of the operation, including the specific targets, the size of the raiding force and the losses, had not been announced at headquarters late last night.

Buffeted by a gale that at times reached a strength of 150 miles an hour, the bombers flew over a solid layer of cloud thousands of feet thick and in tempera-

2000 Heavies Against Reich

WASHINGTON, Feb. 4 (Reuter) —Gen. George C. Marshall, U.S. Army chief of staff, revealed in a speech before the American Legion today that more than 2,000 American heavy bombers were being used against Germany and occupied Europe.

tures plummeted to 45 below zero. Over the target, crews said, the clouds thinned out enough for some of the raiders to see smoke and flames billowing up from the bombed area.

Unusually heavy flak was reported over the target. Many pilots said that it was the heaviest they had met for months over Germany.

The raid was the third of the month for the U.S. Strategic Air Forces in Europe, Libbs having hit the Pas de Calais area on Wednesday and Forts having pounded Wilhelmshaven on Thursday.

The heavies were escorted all the way to yesterday's targets and back by U.S. and RAF fighters. Spitfires took them to the continent, then P47s escorted them to and from the target, and P38s and P51s circled the targets like watchdogs while the bombers went through their runs. Some of the bomber pilots said they did not see a single enemy fighter.

Capt. Everett Sargent, of West Concord, Mass., who is one of the few B24 Ploesti veterans still on operations, finished his tour yesterday. "There was a lot of flak," he said, "but the fighter support was so good that we couldn't have seen any German fighters even if they had been there. There is nothing so beautiful over Germany as our own fighters."

In the Wilhelmshaven mission Thursday, two of the leading Eighth Air Force Thunderbolt pilots shot it out for first place on the score sheet, headquarters disclosed yesterday.

Capt. Walker M. Mahurin, of Fort Wayne, Ind., destroyed an Me109 to bring his total to 16, and Maj. Walter

4 (Continued on page 4)

C. Beckham, of DeFuniak Springs, Fla., who had held second place with 14, shot down two Nazis to tie Mahurin.

Describing his double kill, Maj. Beckham said he came up behind seven enemy planes flying in a line. He picked off the last one without the others knowing it had been shot down. His second plane he bounced at 32,000 feet and followed down for 20,000 to wear the Hun plane out of control. It went straight down.

Meanwhile, in its first mention of the Wilhelmshaven raid, in which 1,100 bombers and fighters took part, the German News Agency yesterday claimed that 16 planes were shot down. This was one more than the Allied communiques had reported lost in the day's far-flung operations, when four heavy bombers, two fighter-bombers and nine fighters were listed as missing.

t
a.
sine

Frankfurt Blasted by Fortresses

**Second Blow at City in 5
Days; Libs, Marauders
Hit Northern France**

American Fortresses, raising the European air offensive to a new pitch by the tenth U.S. heavy-bomber raid on the Continent in 12 days, attacked the railway and industrial center of Frankfurt in southwest Germany yesterday for the second time in five days.

Liberators, also escorted by USAAF fighters, meanwhile struck at military objectives in northern France.

Marauders, making two raids in one day, with RAF, Dominion and Allied Spitfire escort, fanned out over targets in the French Pas de Calais at the same time, and RAF Typhoons and Hurricanes bombed targets in the same area, a few hours after British Mosquitoes raided western Germany by night and other RAF bombers raked French airfields.

Frankfurt, heavily battered city of a half million near the junction of the Main and Rhine Rivers, was attacked by USAAF heavy bombers for the fourth time since last October.

Report Seeing New Fighter

One of the first groups to return from the 400-mile penetration reported seeing a new type of Focke Wulf fighter with a long nose—"fast as hell."

"About three minutes into France, 15 FWs rolled right through our formation without warning and kept right on going," said Lt. M. G. Hemphill, of Jackson, Miss. "The attack was some surprise and we had hardly fired our guns before they were gone. Then P47s showed up and we didn't see any more German fighters the rest of the way."

Eight-tenths cloud covered Frankfurt, crews said, and bombardiers employed the recently announced new technique to locate the target.

Out to Obliterate City?

The second attack on Frankfurt in five days, on top of the USAAF's biggest-ever day raid on the city Jan. 29—800 bombers, 700 fighters, 1,800 tons—suggested that the Allied air forces were now obliterating the great industrial city with its chemical and aircraft component works.

The day's operations began shortly after breakfast. Nearly 200 Marauders with fighter escorts swarmed out over the Channel and returned without loss. They reported meeting little Luftwaffe opposition and light to moderate flak on their way into the target.

Several Marauder formations reported excellent bombing. 1/Lt. Lyle R. Wolfe, of Wood River, Neb., spoke of "a Niagara of destruction," and S/Sgt. Robert Hawkins, of Austin, Tex., told of "a heavy carpet of bombs laid on our target."

⑥ Feb 11 12 500 lbs Exp 4:50
JANUARY 20

19

Today it was Pomarine
but we couldn't see
the target so we
dropped in the channel.
Back again.

19

19

Today was one Orca we want to have
again, the said Pomarine frame and
the Orca frame were perfect
19 We got over 1300 lbs and
one tail shot off. The Orca
landed at Manohi with no
breaks, no flying a blown out

19

19 the one number and No 2
engine in fire. The next ~~at~~
through a first aid station when
we landed, and we were
19 glad to get on the ground

19

One more like this. Good

19

19 I'll quite flying
10500 lbs 9P-707

② Feb 13th 3:30
JANUARY 21

U.S., Allied Swarms Of Heavies, Mediums Blast Channel Coast

Berlin, France Are Hit Heavily

(Continued from page 1)

unusually frank admissions about the success of the attack, particularly in the strategy employed. The Berlin correspondent of the Stockholm Aftonbladet was permitted to cable a story that Berlin's defenses were not fully certain of the direction of the British waves because of the raiders' feint attacks, though there was ample warning that the main force seemed headed for the capital.

The RAF planes attacked at low level through a bank of cloud that stretched from 300 feet above the ground to a height of 3,000 feet, the same correspondent said. He added that the bombing was concentrated on the outskirts of the city. It is in Berlin's outskirts that its biggest factories are situated.

Crews returning from the daylight runs told of the heavy flak.

Capt. William J. Jones, of Peterville, Ill., squadron operations officer, flying as a Fortress co-pilot, corroborated other crewmen's reports by saying the flak was as heavy as he could not have hoped for. Capt. Walter C. Beckham, P47 pilot from DeSuniak Springs, Fla., brought his enemy-aircraft destroyed total to 13 by bringing down two Me109s in the day's operations.

Another Thunderbolt pilot, Capt. Robert S. Johnson, of Lawton, Okla., destroyed an Me109 seconds after the Nazi pilot had shot down one of Johnson's mates, to bring his score of enemy planes destroyed to 12.

Reich Capital Left Afire by 2,460 Bomb Tons

The Allied air forces struck Germany's home front and war machine another stinging one-two punch in the 24 hours ending at dusk yesterday.

Lancasters and Halifaxes of the RAF, in their 11th heavy attack on Berlin since Nov. 18, dropped more than 2,300 tons of bombs—2,460 tons in American measure—on the German capital, leaving fires whose glow on the low-hung clouds was visible a great distance away on the homeward flight. It was the heaviest raid yet in the ever-mounting offensive on the nerve center of Germany's war effort.

American heavy bombers—plus mediums and fighters of both the USAAF and RAF—look up in daylight where the RAF left off, and shuttled across the English Channel in huge numbers in a day-long attack on targets in the Pas de Calais area of France, possibly the site of Germany's much-discussed "rocket guns."

The RAF's pounding of Berlin cost 35 heavy bombers, the Air Ministry said. The toll in the daylight sweeps had not been announced at a late hour last night.

There were few details of the daylight offensive available late last night. A joint "flash" communique by the USAAF and Air Ministry said only:

"USAAF Fortressers and Liberators, USAAF Marauders and RAF mediums, light and fighter-bombers (Bostons, Mitchells, Mosquitoes, Typhoons and Hurricanes) bombed targets in the Pas de Calais area in daylight today. The heavy bombers were escorted by Thunderbolts and Lightnings, while the medium, light and fighter-bombers were escorted, supported and covered by RAF, Dominion and Allied fighters."

Crews of returning American planes reported that the flak over the Pas de Calais was by far the heaviest they had encountered. On the other hand, RAF crews were surprised by the light anti-aircraft defense of Berlin.

"What really shook me was the lack of flak," said one flight officer. "When we went there before we had plenty. Sometimes we've spotted the barrage going up when we were 80 miles away. At one point last night I looked around and identified one single burst over Berlin."

A Lancaster pilot said it was the easiest of eight trips he had made.

The RAF attack on Berlin lasted just 30 minutes, the Air Ministry announced, but it was carried out by the largest force of Lancasters and Halifaxes thus far dispatched to that city by Britain's Bomber Command.

Berlin lay hidden under a layer of cloud which extended all the way to the coast. A continuous cluster of sky markers guided the attacking planes, however, and as the assault drew to a close black smoke spiraled up through the clouds to several thousand feet above the bombers. One crew, the Air Ministry said, reported that when the clouds suddenly broke in a single place they saw the streets clearly defined in the light of fires.

Many explosions were observed, including one of great violence.

News stories from Berlin carried

(Continued on page 4)

APO Antics Of 1944 (Vol. III)

Dear YANK:

In your publication YANK, I notice you've been throwing a lot of orchids to the boys of the Army Post Office for the marvelous work they've been doing. I would like to add my comment—they stink!

I have not received a single letter from home since September 26. In this time I've been to every possible agency in an endeavour to have the situation remedied. My efforts have proved fruitless. The Red Cross is apathetic; the Post Office indifferent; Special Service unconcerned. Their cheerful predictions that I'll probably get a whole bag full tomorrow consoles me not a God damn bit.

I don't expect you to do anything about this "crank" letter, still less to publish it, but I wanted to say what I feel about those puerile fatheads who think their half-baked mail system constitutes a Post Office.

Sgt. AL FORRISTOL

Britain.

sations are "most tense" at present and can even be called "critical."

Raids

(Continued from page 1)

attack on four Fortresses. He shot down one German fighter—his first kill—and dispersed the others.

Each raid was the fourth in four days for many Liberator units. Only one Liberator group reported attacks by enemy aircraft, and these were driven off by Thunderbolts and Spitfires, crewmen said. Heavy opposition also was reported by Lib crews.

"We hit the target dead center. It looked like everything was blowing a mile high," said 1/Lt. Lawrence T. Crepeau, of Chelover, Mont., pilot of the Lib Buns.

A group leader, Maj. Ronald V. Kramer, of Brighton, Colo., who piloted the Lib Carol-N-Chuk, said: "We got to the target and did an accurate job of bombing in spite of the flak opposition. Enemy fighters were there to distract us."

WACs' Lib Sweeps Through

On her maiden voyage over the continent as GI Jane, the bomber christened for the WACs Saturday (see Page 3), swept through "like a schoolgirl at her first dance," the crew reported.

"I loved it like a lady," 1/Lt. Bess Neely Young, of Lexington, Va., the pilot, said. "She didn't miss a cue."

"Jerry's going to wish he'd never met our womenfolk," said S/Sgt. Jefferson D. Ross, of Weber, Idaho, ball-turret gun-

enemy yesterday with another smashing blow at the unidentified targets in northern France—the area which now has been hit on 41 days in the last 54.

The daylight assault on the Germans' forward positions on the neck of land closest to Britain was the 14th operation in its first 16 days for the new U.S. Eighth Air Force, which has been in Europe—and indicated that a record month of operations was probable.

The big bombers crossed the Channel under a whirling umbrella of Thunderbolts and Spitfires.

Some of the fighters met enemy fighters, and escorting P-47s and P-51s shot down six of them, but for the most part the crews reported the same absence of Luftwaffe fighter opposition noticed on previous raids.

Four of the American heavies and two fighters failed to return, Air Force headquarters announced late last night.

Follows Up Lib Blow

Only 24 hours earlier, Liberators hit objectives in the same area, returning without loss.

The combined Fortress-Liberator assault kept the great Allied offensive going at a round-the-clock tempo. The previous night, RAF bombers attacked objectives in western Germany and France, and the U.S. Navy sent its warships, all at a cost of only one aircraft.

Excellent bombing results were reported by Fortress crews returning from yesterday's raids. The Fort had good visibility and plenty of time, crew members said, and the bombs were accurate. "We could be seen after they had made their bomb runs."

The bombs split the center of our target. It was one of the sweetest jobs I've ever had," said 24-year-old Capt. Robert W. Vail of Akron, Ohio, pilot of the Fort. Wild Children.

'Blown to Smithereens'

Fortresses had "blown the target to smithereens," about of 1/Lt. Norman M. Palmer, pilot, of St. Petersburg, Fla. "We added the finishing touch," he said.

Operation of this section of Hill's 4th Bombardment Group was the "invasion coast" and the "rocket-gun area" because of neutral reports of German secret-weapon installations there, has been the objective of virtually every type of Allied bombing attack.

The growing force of Liberators stationed in Britain has been hurled at the Pas de Calais area four times this month, the Fortresses twice and the Marauders on numerous occasions.

Other fighters also damaged a number of enemy aircraft, including four Ju88s which were hit on the ground when a flight led by Lt. Warren M. Wesson, of Brooklyn, and Capt. Walter Boone, of Westfield, Mass., was shot down. Lt. Alexander S. Kozzan of Trenton, N.J., jumped five FW190s by himself when he sighted the Germans making an

(Continued on page 2)

(8)

9:00 JANUARY 22

Mar 3

19

Today it was Bordeaux
Grand, it was just about
15 miles from Bordeaux and
the place was pretty
thick in places and we
were in the place.

19

I we did not this
one out because this was
the first of the we crashed
landed after.

19

10-500165-4P TAT

19

JANUARY 23

9:00

19

Today it was Bordeaux
Grand, it was just 3 miles from
the Bordeaux border, and
we flew over the country and
at the time.

19

I have now some
flank but not toward
west to one side of the
formation and didn't bother
me much.

19

We had to land at
a R.F. base for gas because
we didn't want to take
a chance on coming all the
way in.

19

The plane
at a base about 20 miles
from here

52-100165 100

Libs, B26s Hit France In a Follow-Up of Epoch Blow

American bomber fleets abruptly switched their attack to the west yesterday after Saturday's daylight penetration of the heart of Germany, in which Berlin for the first time felt the blast of American bombs.

Libertators, Marauders and endless relays of Allied medium and light bombers shuttled across the Channel in daylight yesterday, and a 10-pound incendiary bomb was dropped on the March box score to four heavy-bomber missions in five days. The Marauders were out twice, losing one plane.

Eighty Air Force Fortresses were sent after the blitzkrieg's edge on Saturday, which included the bombing of the Reich capital by one formation of several which carried out widespread attacks on targets in what officially was described as "Eastern Germany."

Bomb, Cologne Hit, Nazis Say
In the Luftwaffe's German radio said that Bonn and Cologne had been among the targets for the B17s, which struck deep into the Reich despite towering masses of clouds which made formation flying almost impossible. The reported missing from the epochal attack, while preliminary reports that 26 of the escorting Eighth and Ninth AAF fighters had been lost, were scaled down to 21 "few enemy fighters which got off the snow-covered ground and through the clouds were destroyed by Mustangs, Thunderbolts and Lightning. Six more enemy planes which managed to get through the cordon of fighters were destroyed by bomber attacks."

For the Mustangs which circled over Berlin and even flew a little to the north in search of opposition, it was the longest haul yet—1,100 miles. The Berlin attack—which it was pointed out, was on one district of the city's metropolitan area—came from Nazi sources. The Germans claimed that it was the second successive day that U.S. bombers had tried to get through the "cordon of fighters" and that a small number reached the built-up area."

... using the first bomber to ... from Berlin in trouble. S/Sgt. Jan...

Raid - - - - (Continued from page 1)

have no safety by day or night. All German many learns the same lesson."

While the heavies were over Germany Saturday, Allied light and medium bombers kept up the assault on targets in France.

RAF bombing Saturday night was limited to Mosquito attacks which again against targets in Berlin and blows against targets in Western Germany, all without loss.

Meanwhile, a detailed study of reconnaissance photos confirmed earlier reports that the Luftwaffe's Messerschmitt fighters at the Godes plant had been many had been knocked out as a result of the Feb. 24 attack by Eighth AAF Libertators.

A total of 23 shops and plants in the Godes plant complex company's site were destroyed and others completely ruined by direct bomb hits. Four other buildings were more than one-third damaged, 12 more "severely damaged" and 11 more "slightly damaged." Fires which apparently spread direct hits led to the destruction, the photos showed.

10-Minute Protest Strike Is Called Off by Italians

Fighters Over City Friday
On Friday, American Lightnings had carried out the first U.S. penetration of the city itself, sweeping over the snow-covered roofs and then going on to Leipzig while the heavy bombers were hitting at targets in the northwesterners were hit.

As the bomber formations pushed into which, they found king conditions and 554,000 cold. One battle formation, led by Lt. Col. G. Mumford, of San Jose, Cal., pushed through until a few gaps in the clouds showed they were nearing Berlin. The clouds closed technique, and they bombed with the secret

It was the first time Berlin had been hit in daylight since the RAF dropped Goering's anniversary speech in January.

As the Mosquito forays. Marshal Sir Arthur Harris, Air Chief, sent congratulations to Maj. Gen. James Doolittle, Eighth Air Force commander.

"Heavy congratulations on first United States bombing of Berlin. It is more than a year since they were attacked in daylight, but now they know that they

(Continued on page 2)

JANUARY 24

March 23

19

Today we arrived Munster
Claremor, there were some
flourish, but we didn't get
so much.

We were lost one
place and then and
19 gnl broke down
at a emergency base
there, saw a monkey was
there.

19

12-500 lbs GP 1st,

19

19

19

JANUARY 25

5:00

March 26

19

Today we went back to
Claremor, there were some
flourish, but we didn't get
so much.

These guys are good gunners.

We carried 10 500 lb. eggs

19

①

April 25 JANUARY 26

6:00

19 To day I went to Marshburn
Spring to bomb the
railroad grade above.

19 We hit the target right
and got back off.

19

52 x 100 lbs G.P.

19

19

19

19

19

② April 26

JANUARY 27

5:00

19 To day we went to Muggins
and bombled in the field
in that last test.

19 We carried
12 x 500 lbs G.P. not
used said.

April 27

9:00

JANUARY 28

19 The morning with Calais France
and that the market
quies there, not much
plank

19 8 x 1000 lb. G.P.

15 Returns to Chalon France
and hit railroad spool
there must have hit oil
storage tank because

19 as we passed saw ship
smoke up to 17000.

12 x 500 lb.

19

9:00

April 27

JANUARY 28

19 The morning with Calais France
and that the market
quies there, not much
plank

19 8 x 1000 lb. G.P.

15 Returns to Chalon France
and hit railroad spool
there must have hit oil
storage tank because

19 as we passed saw ship
smoke up to 17000.

12 x 500 lb.

19

May 1st 6:00

JANUARY 29

19 Today we bombed
Mott's place, with

19 4 x 2000 lb. G.P.

This was the same
target that we
bombed Feb 13th and
Gave a little smoke

21

19

THE STARS AND STRIPES

Daily Newspaper of U.S. Armed Forces in the European Theater of Operations

Vol. 4 No. 151

New York, N.Y.—London, England

Friday, April 28, 1944

Heaviest U.S. Air Blow On 16 Hours

1st Big Double Stab Made by Forts, Libs; Invasion Belt Blasted

3,000 Planes in Retard Channel Shuttle; 13th Day of Massive Onslaught on Atlantic Wall Follows RAF Smash

By Bud Hutton
Staff and Special Staff Writer

American air forces in Britain struck their heaviest blow of the war yesterday. For the first time in history, two major fleets of heavy bombers went out from ETO bases to Nazi targets on the Continent, two big forces of Marauders and Havocs lashed at objectives in France and Belgium, and all through the day of unending blitz fighters and dive-bombers by the hundreds thundered against Hitler's Atlantic Wall.

For 16 hours—from first light until after dark—the Allied invasion command threw virtually every type of aircraft it has against objectives from the Pas de Calais to Germany's southwestern border.

Madang Seized By Australians

—Continued—

More than 3,000 warplanes—heavy, medium, and light bombers, fighters, and fighters-bombers, plus 1,000 night fighters—were in the air yesterday, according to the RAF.

The offensive—there have been 13 such offensives since the start of the war—was the heaviest yet, even though the pace of the night battle was slower than in the past.

Evening bombers struck three targets in the Pas de Calais, the first since the German defeat there last September.

Early in the morning, the first of some 600 Fortresses and Liberators, escorted by about 500 fighters, was sent on a mission to the Pas de Calais.

Other heavy bombers struck targets in Belgium, France, and the Netherlands.

The RAF's 1,000-bomber raid, which was the heaviest yet, followed the Allied pattern of night attacks.

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(17)

6:00

May 27th JANUARY 30

Today we bombed the city of Munster Germany with 100s. It was

10/10s and the flak was a little rough

19

52 - 100 lbs 100.

19

(18)

6:00

May 8th JANUARY 31

Today we bombed the city of Brunswick Germany

There were plenty of German fighters and I saw 500 down plus 5-245. It was plenty rough, all interesting raids are.

52. 100 lbs 100.

19

19

19

ocean Theater of Opera-

Tuesday, May 9, 1944

and Straight Day Brunswick Also Hit; Streams of Aircraft Sweep Atlantic Wall

Reich's Skies See Fierce Battles, With Some Germans Attempting Collisions; U.S. Losses 49, Nazis' 119

Thousands of American and Allied planes stormed across Europe yesterday in their incessant campaign to cripple German resistance before the Allied invaders strike and the Red Army launches its final offensive from the east.

Heavy bombers, numbering up to 1,000 and escorted by a like number of fighters, battled through furious Nazi fighter resistance to give Berlin its second daylight bombing in 24 hours and to bomb the rail and aircraft manufacturing center of Brunswick.

France and Belgium heard the roar of Allied planes virtually without cessation throughout the day and night, with heavies, mediums, fighters and pursuits carrying on the drive to crack the West Wall.

In direct support of the Russians' drive into the Balkans, Mediterranean-based Halifaxes, Wellingtons and Liberators followed up by night the U.S. heavy blows at Bucharest, capital of Rumania. Oil fields and other targets also were hit in the round-the-clock offensive.

Ceaseless Blitz Across Channel

Round-the-clock assault on the French coast continued yesterday without interruption. Waves of medium bombers, fighters and RAF heavy bombers hit the coast.

Berlin - - -

(Continued from page 1)

Houses in ruins, reduced to a pile of rubble, bomb victims in the streets, curbside houses with their fronts "blown off" was the description of the city given by a Telegram correspondent of the Scandinavian Telegram Bureau.

The Swedish Morgonbladet reported Sunday that "hundreds" were killed in the city and that "fires" were burning in many parts of the city. The difference between the two reports is the absolute lack of news from the city. Bombers and fighters were reported attacking Berlin and the city was hit by some crewmen reported yesterday. At both Berlin and Brunswick yesterday, some crewmen reported the flak was heavy; they had ever seen in one area.

Rogus Ration Cards Seized
Seizure of 1,000,000 counterfeit ration cards was reported from Rome yesterday by German Overseas News. The cards were seized by the Italian police and the counterfeiters were arrested.

Damage Mounts In Ravaged Capital

American heavy bombers carried the Allied pre-invasion air offensive to the heart of Germany again yesterday, beating off the fiercest Nazi fighter resistance and striking Brunswick for good measure. Nearly 1,000 heavies were engaged in the double attack. Explosives again were heaped on the German capital which, in the words of Nazi commentators, "has been condemned to destruction by the Allies."

While Fortresses were giving Berlin its ninth American blow—of the war, Liberators attacked the fighter-production city of Brunswick, 125 miles to the south-west. An equal number of P-51s, P-47s and P-43s of both Eighth and Ninth Air Forces escorted the heavies.

Thirty-six heavy bombers and 13 fighters were lost. Bomber crews claimed 60 German fighters destroyed and the escort pilots shot down 17.

Declaring that the U.S. planes were protected by complete cloud cover, German radio reported widespread aerial combat over central Germany, and some night fighters were said to have been shot down.

Several German fighters, unable to break through the tight Fort formations, attempted to join the bombers in suicide attacks. U.S. fighters, too, were attacked heavily. Some Liberator crews reported that more than 100 Me109s and FW190s rose through the clouds to attack the bombers.

Other fliers said that the fighters attacked in wave after wave, zooming through the bomber formations as many as 25 at a time.

Yesterday's pounding of the Nazi capital came as residents of the city, with the exception of the Luftwaffe, awaited the assault.

(Continued on page 4)

Cut Over 75 Pct.; in Na-

May 9

5:30
FEBRUARY 1

19

Today we bombed a

airfield at Florence
Belgium and

19

we blew the shit
out of it,

19

We carried 40-100 lbs
G.D.S.

19

May 11

20
FEBRUARY 2

9:00

19

Today we hit

Belfort France and

19

blew up a railroad
yard and round-
house.

19

10,500 lbs Gps

19

19

19

TARS AND STRIPES

1.

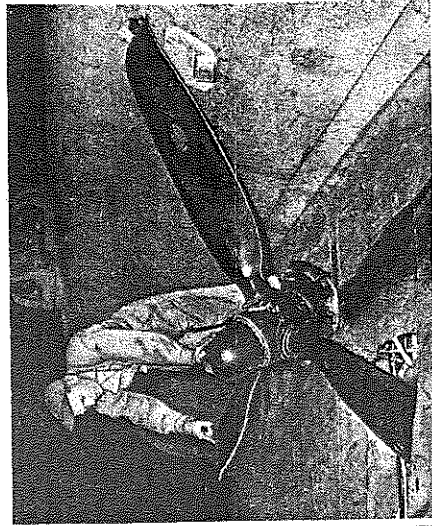
In the European Theater of Operations

New York, N.Y.—London, England

Wednesday, May 10, 1944

Heavies Out 15th Straight Day To Batter II Air, Rail Targets Deep Behind Channel Defenses

Prop Home on a Wing and a Prayer



Flak knocked a propeller off the B-17 Patcher over the Pas de Calais, but 2 Lt. Wm. Miller of Strepport, La., and his crew brought it home—imbedded in the wing and radio hatch. Above, Maj. Sgt. James L. Smith, of Wharton, Tex., the crew chief, surveys the job ahead.

Italian Prisoners Organized To Serve With Invasion Army

—and into units to serve under Sir James

by Italian officers, Latin had

Raids (Continued from page 1)
When they came home, RAF Halifaxes and Lancasters went out by bright moonlight to attack the Luftwaffe's main base at St. Pierre, (local point in the Belgian lines, an airfield and seaplane base near Best, and military objectives on the French coast. The RAF also struck at Ostend and a Luft target and mined the coast.

The RAF met heavy flak and fighters and lost ten aircraft. One Canadian Halifax beat off three attacks by Focke Wulf 190s and got home, although damaged.

Terry and the Pirates

Other Bombers Keep Up Fierce Tempo Of Invasion Blitz

More than 2,000 American warplanes smashed at the lifelines of the Nazis' Continental defense system throughout yesterday—the 15th straight day of heavy-bomber operations from Britain and the 25th day of the before-invasion barrage—and additional planes of the Allies joined in the daylight assaults.

Under clear blue skies that gave flawless visibility, nearly 1,000 Fortresses and Liberators, escorted by a few Mustangs and Spitfires, led the Thunderbolts, blasted railroad yards and airports at 11 points deep in France, Belgium and Luxembourg, back of the belt where the heaviest damage previously had been dealt. On their third massive raid in as many days, the bombers hit 100 targets and seven fighters and bagged five Nazi fighters.

The Ninth Air Force also was busy. In the forenoon, Marauders and A-24s, accompanied by Thunderbolts and Mustangs, hit 100 targets in railroad yards in northern France and Belgium and other military targets. Later, Thunderbolt fighter-bombers, with other Thunderbolt fighters, attacked railroad bridges at Breda and Maastricht, Belgium, and at Arras, France, and Moncaur-sur-Sambre, Belgium.

And RAF Mitchell's and Bossons, plus French Bossons, hit the railway yards at Valenciennes, France.

Huge Clouds of Smoke
"Great volumes of black smoke rose up in the forenoon, and the attack," a navigator related, "and we could see vivid red flashes."

He added that visibility was so good that a market day could be seen in full swing at Roulers, Belgium, with "scores of people about, none of whom seemed to be in the least perturbed by our presence."

German radio went off the air again last night in the middle of an article by the military commentator, "Gefahren, Gefahren, Gefahren!" There is no doubt now that Germany is in a state of siege.

The Eighth's targets were marshalling yards at Liege, Belgium, near the confluence of the Meuse and Sambre rivers, Metz, and Luxembourg; and air-dromes at Thionville, St. Diar, Lilledonville, Laon-Couvron, Laon-Athies and Valenciennes in France, and St. Trond and Florance in Belgium. On a similar twilight mission the day before which followed the massive forenoon attacks on Berlin and Brunswick, B-24s attacked railroad yards near Brussels, Belgium, and the German Wehrmacht installations in the Cherbourg and Pas de Calais areas of France. Heavy flak got five bombers but all the escorting Thunderbolts returned; only one Nazi fighter was seen and returned all.

119 Nazi Staff Down
The earlier raid into Germany met furious fighter opposition, however: 119 of Hitler's sorely-needed planes were shot down—46 by the bombers and 59 by the fighters—while U.S. losses were 36 Thunderbolt fighter-bombers of the Ninth also went out at twilight and, unopposed by either flak or fighters, leisurely dive-bombed to utter destruction a double-track, eight-span railroad bridge over the Moselle River at Hirsch, (Continued on page 4)

ats Raids, 'Reminded
pealing yesterday
'ance to develop
ast ruthlessness,
ages over air
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arm to civilian
rty.
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nd life.

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Allies Blast 36 Rail Targets in 36 Hours

Civil-Control Training to Administer Reich

Non-Stop Offensive Hits Lines Serving Nazis' West Wall

Speaking of Air Brakes, How About This Stunt?

AN ALLIED BOMBER BASE IN "TAT," May 11 (Reuter)—A Liberator crippled in the Wiener Neustadt area, who used two parachutes to land safely, was seen by a pilot and destroyed by operating brakes.

The bomber dived out over the base of the crew, who were flying gear ordered to win the way Lib.

Raids

(Continued from page 1)

Central, Lens, Lille and Ghent—as well as military objectives in northern France and to the Reich chemical center of Ludwigshafen.

The attacks from bases in Britain were in addition to a continued hammering of southern European targets by Italy-based Allied forces which in the preceding night had rapped Budapest. Messerschmitt aircraft factories at Wiener Neustadt.

While there was no immediate announcement of heavy bomber or escort fighter losses in the ETO attacks, that losses would be considerable was light. Most groups of the heavies used the night, and virtually every unit of the S.A.F. reported heavy losses. Flak ranged from weak to intense, depending on the target, and was reported.

A first mission yesterday for the A26s was medium bombers and light bombers to the coast, with Thunderbolts of Paris, and Comanches en route to the capital. Ninth Air Force reported escorted the bombers and crews without loss.

The second Marauder mission of the day was to the military objectives on the coast. One B24, which reported missing. The P47s, which were taken the Marauders to their target area, and dust had hardly settled from the bombing, when the Thunderbolts were seen peeling off to dive-bomb and strafe U.S. objectives in the same area.

By Milton Caniff

Points in 5 Nations Pounded; Heavies, B26s Out Twice

Flying Fortresses struck at railway targets in four countries late yesterday, continuing a non-stop 36-hour blitz against the transportation centers immediately supporting Hitler's Atlantic Wall defenses.

The Fortress attacks, second day, coincided with other assaults by every type of Allied aircraft in the 36 hours up to six o'clock last night, the last hour of the assault on the rail targets at the rate of one an hour across five nations.

Seventeen points along the network of railways leading to the invasion-jittery coastal areas of France, Belgium, Holland and Germany were pounded in daylight yesterday and during the preceding daylight hours as the pre-invasion air assault on coastal Europe mounted.

All-Day Stunt

Two forces of U.S. heavies—Liberties and their Fortresses—carried the major part of the assault against the Nazi rail system. The RAF, at medium and light forces of USAAs and B26s, were working around the clock in thundering relay.

The heavies were busy by Marauder and A20 bombers on the coast, striking objectives in northern France and Belgium. After Liberators, escorted by Lightning and Thunderbolts, struck the three unspecified radio stations which were near the Franco-German border—near Metz, Luxembourg and the junctions in four countries. The out from ETO bases, including the Sarraguenes, in France; Brussels and Sarraguenes, in Belgium; the city of Luxembourg, in Germany; and the same name, in Germany, Aachen and Saarbrücken, in Germany.

Luftwaffe Defenses Stretched

Meanwhile, as the Allied invasion high command swung its punches back and forth across the Continent, stretching Luftwaffe defenses and confusing the Nazi radio warning system, the evening all German radio stations were off the air, lighter forces were adding to the total.

Thunderbolt dive-bombers pelted the freight yards at Aachen and Cologne, tactical transport centers just behind the bomb-battered Pas de Calais. The RAF sent Spitfire and Typhoon fighters to communications targets in Belgium and followed with a Mitchell and Mustang attack at the rail town of Douai, heavily pounded the day before.

That was 13 for the day, and carried on the pattern of the preceding 24 hours which had taken the Luftwaffe and major forces to four German rail points—

(Continued on page 4)

Forward Gets

FEBRUARY 3

May 12

19 Today we bombed a
oil refinery at Zolitz

19

Enemy and blew
up the oil storage tanks
19 also lost two bombers

done

19

19 250 lbs GP

19

FEBRUARY 4

May 22

3:00

19 Today I went on a
rail car, Piccadilly, France

and bombed the rocket

19 and shot down

19 a good rail, no
fighter, very little
flak.

19

19 12-500 lbs GP

19

May 24)

FEBRUARY 5

23 5:00

19

Today we hit a air field
on the out skirt of Paris
and had it pass over

19 a small part of Germany
The flock was really some
thing. They were dead plane
and they were tracking
12 were all the time
Got quite a few hits but
nobody was hurt.

19 12- 500 lbs.

19

May 28

FEBRUARY 6

23 8:00

~~South Atlantic~~
P. 1212

19

Today we bomb a synthetic
gas refinery and also a airfield
even ran into some very heavy flak

19 and were attacked by 40-50
FW 190's for about 10 min and then
by 20 ME 210's for about 15 min.

All fighters shot was reversed up
19 and we didn't see any of them
until the jammer left

19

10K 500 lbs G.P.S.

19

Print the complete address in plain block letters in the panel below, and your return address in the space provided. Use typewriter, dark ink, or pencil. Write plainly. Very small writing is not suitable.

No.



To
 1st Lt. John Hadle
 703 Bomb Grp. 445 Grp.
 APO 558 Postmaster
 New York, N.Y.

From
 R. A. Champion
 5259 Carpenter
 Chicago, Ill.
 May 25, 1944

Letter # 5
 Well John I covered all the news for now
 I hope this letter finds you in good spirits
 and so until I write again May God bless
 you

With Love

Raymond & Lucille

Here are the addresses
 PFC. Joseph Matuszewski
 ASN 36641283
 SECTION - D
 325th BASIC UNIT - R.T.U. (A.O.) AMAF
 AVON PARK, FLORIDA

PFC. Eugene Matuszewski
 ASN. 36641318
 BRICE PROVISIONAL GARG
 81st BOMB GRP. APAAF
 AVON PARK, FLORIDA

Louis Matuszewski
 CPL. LOUIS. MATUSZEWSKI
 404th FIGHTER SQD. 371 ST. FIGHTER - GRP
 APO. 596 90 POSTMASTER
 NEW YORK N.Y.

V --- MAIL

24 500 FEBRUARY 7 May 27

19 5497 BROCEN

19 Today we hit the sailing yards and blew the shit out of them,

19 Lots of flack, no fighters,

19 10 x 500 lbs GP

May 30

FEBRUARY 8 6:00

26

19

Today we hit and I do mean hit Oldenburg Germany. It's air field and we are flattening it.

19

Lots of flack but not to close.

19

52-100 lbs inc.

19

19

(27)

June 4th

FEBRUARY 9

7:00

June 6

very

25-27 B. 30

FEBRUARY 10

19

Today we finished ~~Pamona~~
Gombranten, an airfield about
2.5 miles east of their fence
19th hit the deprived areas
and did a good job

Some black guys saw and
19 and 1 hit on the spot
the target.

52-130 lbs cluster
19 of 20 lbs food bombs

130

32

200

250

19

6700

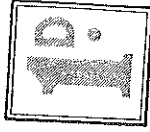
19 Today I witnessed something
that a newspaper would have
priced \$11,000 to see.

I had a birds eye view
19 of the invasion

19 We had briefing at 11:30
PM June 5th. I'd have told
that this was it and that
19 everything depended on us.
19 The place is the bomb the
exact while we landing
troops were 400 yds off
19 shore.

On the way over we
saw thousands of landing
boats, destroyers, LSTs
19 plus jeepcraft carriers
and all kinds of boats

French Coa



Daily Newspaper

Vol. 4 No. 183

Yanks

Boulogne Is Hit 4 Times In Two Days

Libs, Forts, Other Craft Lash West Wall in Big Pre-Invasion Blitz

The French Channel port of Boulogne was pounded by American heavy bombers for the fourth time in two days yesterday, as Allied aircraft swarmed over the French coast and the West Wall in never-ending streams to round out the heaviest weekend of the pre-invasion air bombardment.

Hit twice Saturday by the B-17s and B-24s, Boulogne, only about 30 miles from the English coast, was raided in the heaviest and again later in the day as the bombers launched their third double mission in three days.

At the same time, the invasion-range French coast, which was hit again and again in a series of cruising weekend raids, was pounded by a 20th-century weight of American bombs.

More than 250 Mustangs and Havocs pelled military objectives along the Channel-washed beaches of France and crashed at a vehicular bridge at Courcelles, about 40 miles north of Paris. All of the bombs were escorted by Ninth Air Force P-51s and P-47s, returning in the mounting assault on the German defenses.

Second Tactical Air Force and the Air Defense of Great Britain planes were dropping their explosives on enemy radio stations.

RAF night raid on the same area and an assault on Ludwigshafen, in Germany. No aircraft were lost.

Almost simultaneously with the thrusts based on the English coast, bombers battered rail targets on both sides of the Franco-Italian frontier.

German radio said that Nantes and Rouen were bombed. German communications line near Air Force fighter bombers raided bridge, railroad tracks and military rolling stock in the Oberrhein valley.

The weekend blitz of the French coast struck today as aircraft of Bomber Command swooped on the Channel to other RAF planes flew inland to hit the rail center of Trappes, on the outskirts of Paris, and Leverkusen, north of Cologne, in Germany.

Two German fighter aircraft were lost. The USAAF inventory of every type of plane it had Saturday is reported the

(Continued on page 2)

...at Albert Hall.

The ETO was famous for "Wilkie Run"—the fabulous cafeteria in the base-

Boulogne Gets Heavy Assault

(Continued from page 1)

stretch of French coast, closest to England, has been hit by scores of raiders, Fortresses and Liberators twice blasted Pas de Calais and the Boulogne area without losing a bomber. In the morning the planes were escorted by Eighth Air Force P-51s and P-47s, the force which was augmented by P-51s this afternoon. Only one fighter did not return.

Meanwhile, more than 400 Mustangs, Lightning and Thunderbolt fighters, bombers carried out a series of strafing, firebombing and buzzbombing attacks in France. Their targets included canal and river barges, factories, railroad bridges, locomotives, grounded airplanes, an airfield, rail yards, motor convoys, oil tanks, troop-carrying trucks, warehouses, the railroad and facilities for the German army.

No enemy aircraft were encountered but flak barrages in some of the target areas were reported for the heavy and intense. Two P-47s and one P-51 were lost.

Even as the Air Ministry revealed that the Germans were trying desperately to build up their communications, which the Allied Expeditionary Air Force had cut over the Seine and the Meuse rivers, Ninth Air Force Mustangs and Havocs, escorted by P-47s, struck at a bridge over the Seine near Paris late Saturday evening. The raiders also hit a railroad yard and an airfield near Chartres and lighter bombers and truck-carrying Typhoons attacked a wide variety of targets in north France.

Three AEAFF bombers and four fighters were lost.

The weekend blows at the so-called invasion coast of France followed the very heavy attack made by Forts and Liberators Friday in their first mission. In their second raid, the bombers hit the heaviest hit a variety of military targets west and southwest of Paris.

(30) 1000 lbs

FEBRUARY 13

5:30

19 Today we bombed a town
about 6 miles in front of
our traps and the flesh
was really tough

19

~~5~~ 1000 lbs

19

19

19

June 12

FEBRUARY 14

(31)

5:30

19 Bombed air field for
Ike's boys

24 X 200 lb GP5

19

19

19

19

FEBRUARY 11

19

When we dropped anchor I thought they layd on ave. tops but they hit the target land and the shaw

came on. \$681 June 6, 1944
Coming back we saw other

ments coming from England.

19 We landed at Ave. Base at 10:30 AM and ate and went to bed.

At 1:00 PM they told that

19 we were going on another raid at 1:30 AM. They went and

was told that the troops were advanced and the engineers

19 using a bridge and railroads and that they had to be out before 8 PM.

FEBRUARY 12

19

We took off in some of the worst weather we ever flew in. We were bombed and hit and sail yards at 7:30 AM.

19

and blew the ship out of them. I saw bomb water all over the place.

19 When we came back to England I saw about 1000 CH-47 cargo planes

launched by the 1st Air Army.

19

19

June 13 7:30
FEBRUARY 15

June 13
FEBRUARY 16

10:00 23 6:00

19 Supposed to bomb
railroad for Ike

19 Clint didn't ~~drop~~

19

19

19

19

19

19

(34) June 17
FEBRUARY 17

19 Today we hit Hays
beard runway and
ran into about 60
fighters and caught
flak.

10x500 lbs GPs

19

7:00

(33)

June 21
FEBRUARY 18

19

Today I flew my
last mission and
it was to Berlin
The flap was rough
and we had about

19

40 ME110s

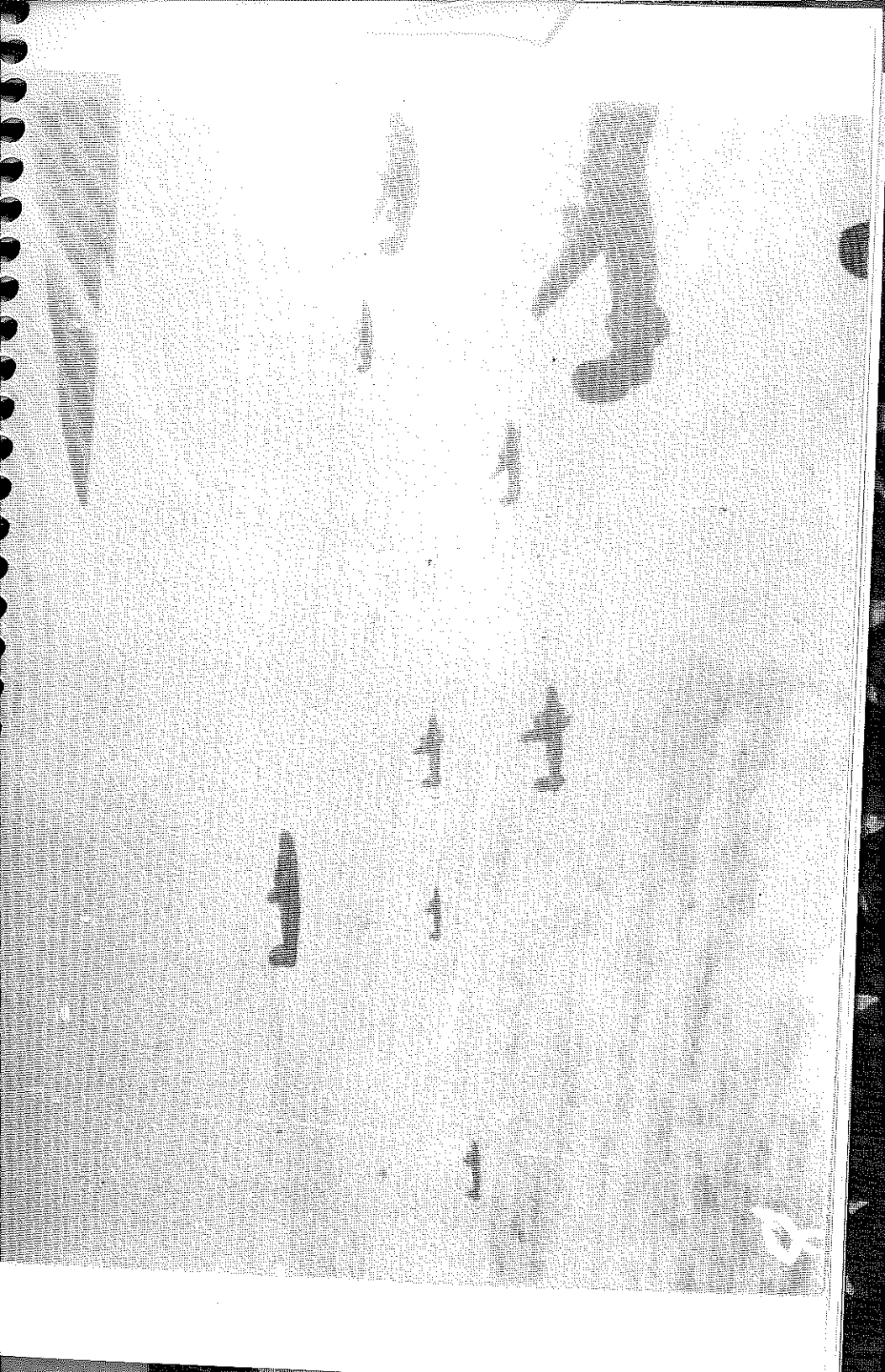
10-500 lbs GP

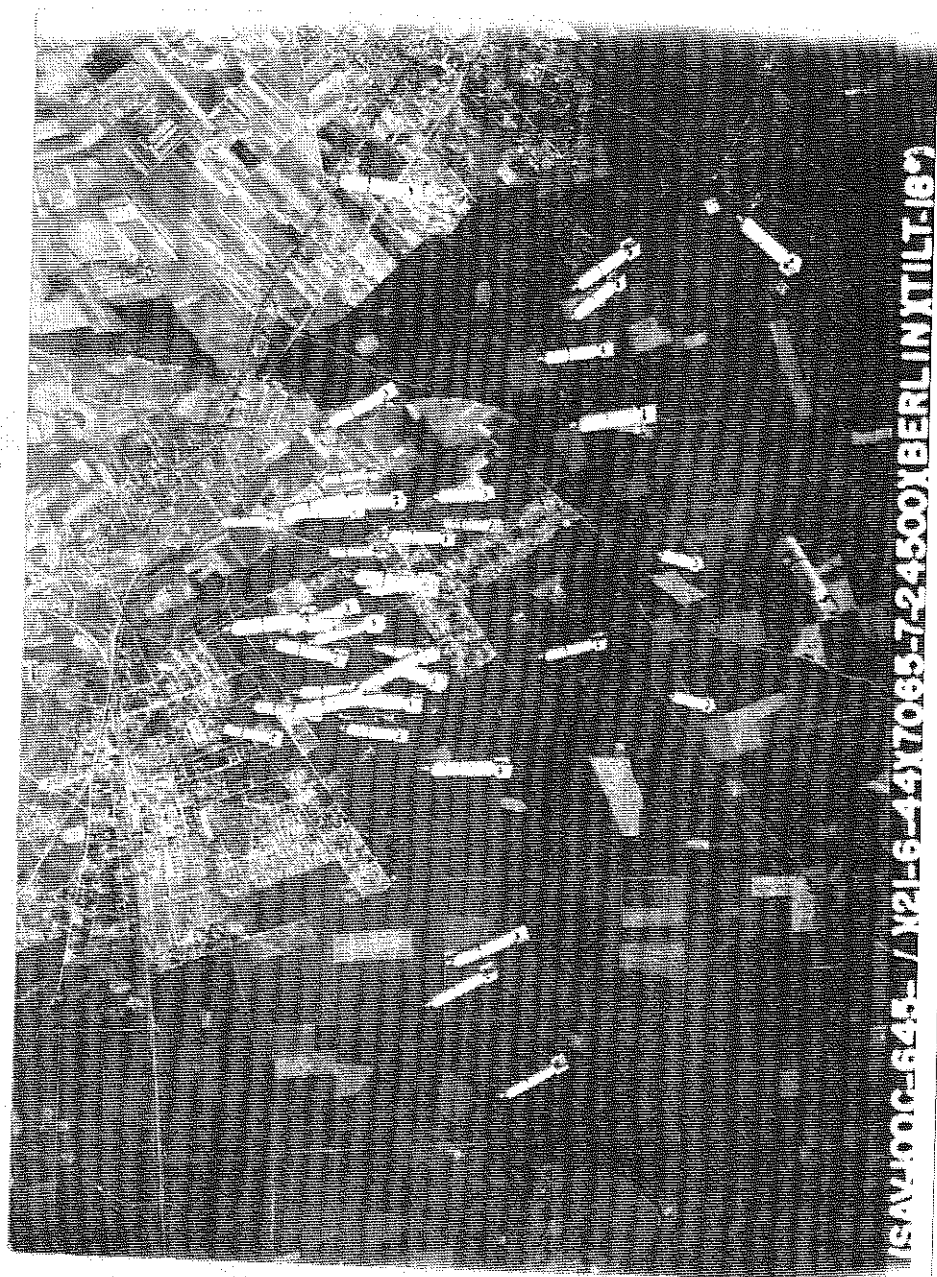
19

19

19

19





(SAYJ000C-643- / V2I-6-44)(7065-7-24300)(BERLIN)(TILT-18°)



(SDV-489-198- 10 121-7-4414920-7"24000)(MUNICH)

g of 6323 sorties, dropping 16,262 tons. Dad participated in 35 missions with other aircraft - as few
 ion. The largest number of planes lost on a single mission was 25 - and a total lost of 138. A total of
 tion (1132) or killed (42).

	#Aircraft/mission # aircraft lost	Bomb Type**	Results/
Germany	26/1	100 IB	Unobserved
many	25/0	500 IB	Unob.
any (Dad: Brunswick)	29/0	500 GP	Fair
ce	29/0	500 GP	Fair
any (Dad: Russelheim)	15/0	100 IB	Unob.
	22/0	2000 GP	Fair
ce	23/0	500 GP	Good
ce	22/0	500 GP	Good
, France near Bordeaux	25/2	100 IB-500 GP	Unob.
n Germany	22/2	1000 GP	Unob.
ny	24/0	100 IB-500 GP	----
s?) France	26/0	500 GP	Unob.
Pfalz?) Germany	25/0	500 GP	Excellent
any	24/0	500 GP	Unob.
rance, (Calais?)	18/0	1000GP	Poor
arne?) M/Y France	26/0	500 GP	Good
	21/0	1000 GP	Unob.
ny	29/0	100 IB-500 GP	Unob.
any	29/2	1000 GP	Unob.
um	28/0	100 M30	Excellent
	27/0	500 GP	Good
	26/0	250 GP	Excellent
e (Calais?)	22/0	500 GP-1000 GP	Unob.
nce (S of Paris)	37/0	500 GP	Good
Germany	28/0	500 GP	Excellent
eries) Germany	26/1	500 GP	Unob.
h) Germany	36/1	500 GP-100 IB	Excellent
nce, E of Tours	24/0	120 M-1	Good
Normandy - Tact. Tar #3	36/0	500 GP-100 IB	Unob.
y - Tactical Target #6	22/0	500 GP	Excellent
?) France - Tact Tar #7	35/2	1000 GP-2000 GP	Poor
che?) France	12/0	2000 GP-250 GP	Excellent
ro France	22/1	1000 GP-2000GP	Fair
(Loire R., WSW of Tours)	36/0	500 GP	Unob.
Airfields	48/0	500 GP-100 IB	Unob.
- "Happy Day"	45/2	500 GP-500 IB	Unob.



WHAT DO JOHNNY'S RIBBONS MEAN?

Medals

Blue, White, Red -

Distinguished Flying Cross - Army|Navy

Red and white -

Good Conduct Medal - Army

Red, White, Blue -

American Theater Medal - Army|Navy

Red, Green, White with Stars -

*European African Middle Eastern Theater
Medal - Army|Navy*

With 3 bronze stars

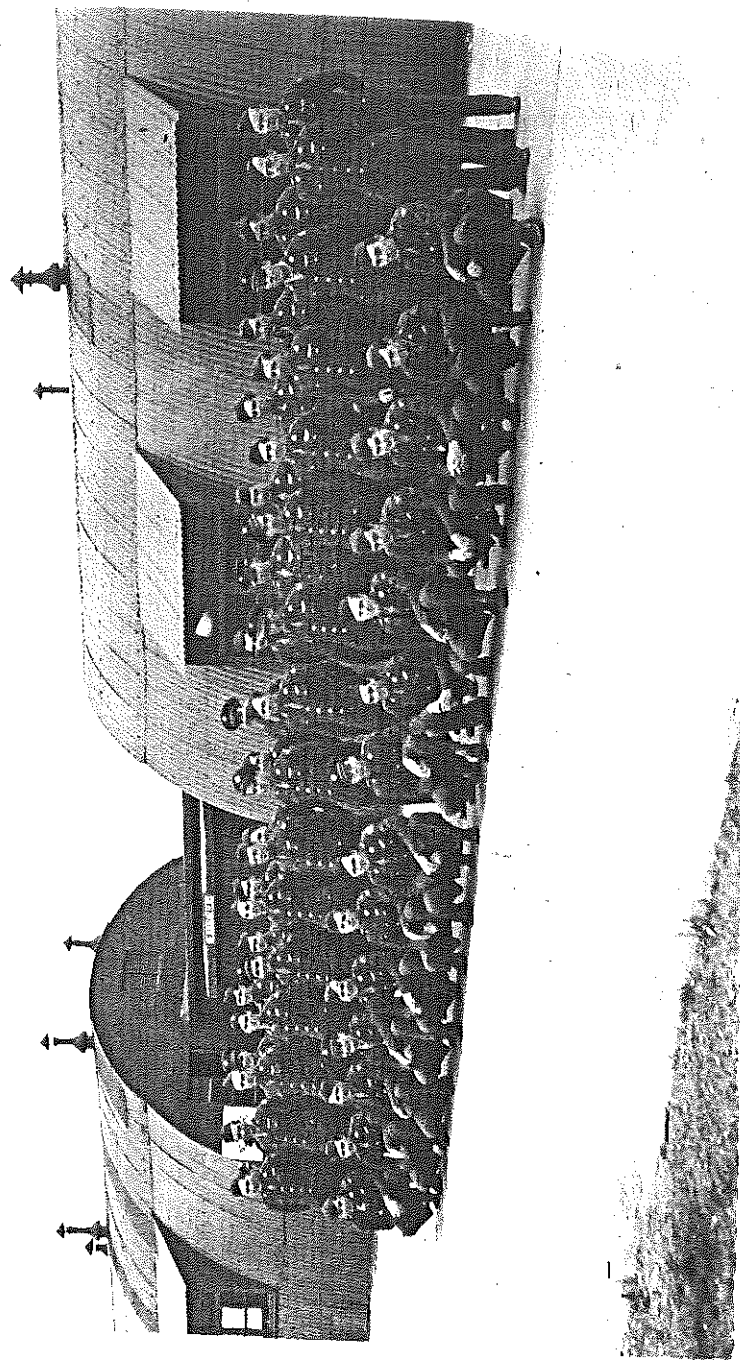
Light Blue and Gold -

Air Medal - Army|Navy

With 4 oak leaf clusters

Medals were given along with ribbons.

*The 'ribbons' instead of the actual medals,
would be used on the uniforms because many
medals would become weighty.*



JFH at Tibenham, Norwich England – Air Medal Awards, 1944
7th from left front row.

Chgo Times Fri 8-11-44

YOUR BOY in the SERVICE

Flies 50 missions

Pilot of a B-24 Liberator bomber, "Nancy Jane," 1st Lt. Fredrick J. Kruckmeyer, 23, son of Mr. and Mrs. Fredrick W. Kruckmeyer, 5316 Pensacola, recently flew his 50th combat mission over enemy terri-



Lt. Fredrick
Kruckmeyer



Pvt. Joseph
F. Bernacki

tory. He attended Carl Schurz high school and was employed by the Revere Copper & Brass Co. before joining the AAF on April 14, 1942. He has bombed Ploesti, the Balkan oil capital, six times.

Cooks AAF chow

Pvt. Joseph F. Bernacki, son of Mr. and Mrs. Anton Bernacki, 5134 S. Laramie, serves as a cook at an Eighth AAF service command station in England where flak and shelltorn bombers are repaired. He has been overseas seven months. His wife, Adeline, lives at 3727 S. Hermitage.

Gunner decorated

The Distinguished Flying Cross was recently pinned on Tech Sgt. John F. Hadle, 5510 W. Waveland, a radio operator gunner on a B-24 Liberator heavy bomber with the Eighth AAF in England. A baker in civilian life, Sgt. Hadle has flown 35 bombing missions since



2d Lt. Zeymour
Ogdon

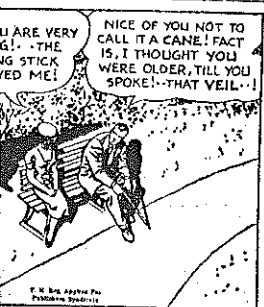


T/Sgt. John
F. Hadle

arrival overseas in Nov., 1943. He holds the Air Medal with three Oak Leaf clusters. On two occasions his bomber made crash landings. 2d Lt. Zeymour Ogdon, 22, son of Mr. and Mrs. Meyer Ogdon, 4752 Malden, is a bomber-escort pilot and has taken part in strafing missions over invaded Europe.

Wins lieutenantcy

Victor A. Kleber Jr., 24, 5661 N. Neva, son of Col. Victor A. Kleber, deputy director of state Selective Service, has been promoted to a lieutenant in the Marine Corps. A graduate of Drake university, he



JFH - 1944/1945

