



Sol J. Schatz

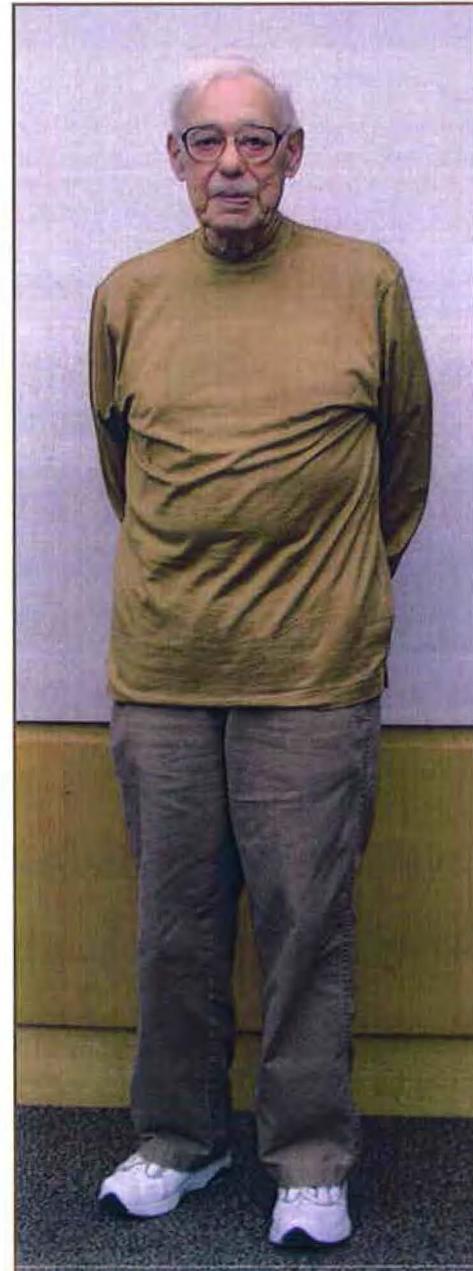
**World War II—Europe
U. S. Army Air Corps
448th Bomb Group (H)
Staff Sergeant**

Sol J. Schatz

**Veterans
History
Project
Transcript**

**Interview conducted
August 13, 2008**

Niles Public Library
Niles Public Library District
Niles, Illinois



Niles Public Library District
Veterans History Project Transcript

Veteran: Sol J. Schatz

Rank: Staff Sergeant

Branch of Service: U. S. Army Air Corps

Theater: World War II - Europe

Unit: 448 Bomb Group (H)

Interview Dates: 8/13/2008

Place: Meeting Room,
The Park in Golf Mill,

Equipment: Philips Digital Pocket Memo Recorder

Interviewer: Neil O'Shea

This Veterans History Project interview is being conducted on Wednesday, August the 13th, in the year 2008 here at The Park in Golf Mill. That's a retirement home. My name is Neil O'Shea, and I'm a member of the reference staff at the Niles Public Library. And I'm honored again to be speaking today with Mr. Sol Schatz. And Mr. Schatz and I first sat down last September the 11th, and, at that meeting, we accomplished the copying and scanning of his war album documenting his thirty missions flown from England over Europe, for which he was decorated. And this valuable album we now have copied, and it contains Mr. Schatz's comments on the missions as well as how they were reported in the Stars and Stripes newspaper.

So we are going to start part two of the interview today. Now, Mr. Schatz has already been interviewed at a different time, but his album was not included in the file that was compiled by Betsy Talstead at the Evanston Rockford Vets Center. But he does have a file already in the Library of Congress in Washington, and we will be sending them a copy of the interview, also, and a copy of the wartime album to add to the Sol Schatz collection.

Anyway, Mr. Schatz was born on October the 4th, 1919. So, Mr. Schatz, we have a series of questions here which we generally follow in speaking with our veterans. The first question is when did you enter the Service?

I was inducted July 7th, 1941. It was five months before D-Day, or rather Pearl Harbor.

Were you drafted, or no?

I was drafted.

Really?

Yes. I had that letter from our president that said "Greetings" And that was it.

So you actually were drafted before Pearl Harbor?

Yes, I was.

Were you in school at that time?

No. I was working at a drug company in the city of Chicago. And I thought when I was drafted that they would send me to the medics. When my shipping orders came through, they were going to send me to Fort Riley, Kansas, which, at that time, was a second cavalry, a horse outfit. And I'm looking at it, born and raised in Chicago, what do I know about a horse? So I went down to the recruiting officer to get a discharge and a three year enlistment with the Air Force.

You were able to do that at that time?

At that time, I could do it, yes.

So how did everybody in the family feel about your being in-- were they worried?

When I told my dad I enlisted, he went right through the ceiling, you know, screaming that I'd be out in a year's time!

I said, "Pa, there will be a war before my year is over."

You knew that?

I just felt it. I just felt that we would be pulled into it. And six months later--

Where did you go to high school, if I may ask?

I went to Crane Tech.

So you were on the West Side then?

Yes. I was on the West Side.

Lawndale, or?

In that area.

Yes.

I am one of those that, like my weight fell through the cracks, I never completed grammar school or, rather, never graduated from grammar school. At the time, I was going to attend grammar school, which was a six-grade school. In the sixth grade, I went to Herzl for junior high school. I was in ninth grade when they closed the junior high school, so I went right on to Crane, and I graduated there in 1936.

So, I enlisted in the Air Force.

And what--any reason why you chose the Air Force, say, perhaps and not the Navy?

Yes, well, I was already in Service, and they discharged me from the cavalry so I could go into the Air Force.

You were still in the Army, by going from the cavalry to the Air Corps, Yes.

Yes. I just thought that the Air Corps was a better branch.

So were you living at home at that time then?

Yes.

Yes.

From Fort Sheridan, they sent me to Jefferson Barracks, Saint Louis, for basic training.

How did you find basic training?

It was a farce. The Air Force had just taken over the base, and every week there was another row of tents going up, and all we did was march from the tent area to the mess hall and back, three times a day, and that was basic for six weeks.

I suppose basic training changed when the war came in earnest?

I believe it did.

Yes.

As far as I was concerned, I had never handled a weapon, never drilled, or went on these twenty-five mile hikes, or anything like that.

But you must have been in pretty good shape at the time, though?

Yes. Oh, yes, I was in good physical shape.

Yes.

From there from Jefferson Barracks, we went to Chinook Field for airplane mechanics.

That's here in Illinois, isn't it?

Yes. Right near Champaign. We, let's see, we completed our schooling in January, February of '42, and, from there, I was sent to Greenville, Mississippi, which was a basic

training base for cadets. There, I became a instructor at the school in, let's see, it might have been August of '42. My wife came down, and we got married. And next year I was transferred.

So, if it weren't for the war, you might have gotten married later?

Maybe.

Actually, if I had never volunteered for gunnery school, I probably would have spent the entire time in service down in Mississippi.

Instructing?

Yes, or, later I was transferred to Greenwood, Mississippi. I became, on this one squadron, the mechanic on the cable controls of the planes, which were B-13As.

B-13s. So why did you volunteer for gunnery school?

It sounded good! They made it look so enticing. You got wings. You got the extra pay. You got the additional stripes.

Was that a decision that you discussed with your family or your wife?

Just my wife.

And what did she think?

She didn't know any differently. It sounded good to her, too. So I volunteered for it, took another physical, and passed it in Greenwood, Mississippi. Beginning of June, I was sent to Fort Myers, Florida, for gunnery school. We were there for six weeks. When we completed our schooling, and, then, let's see, we were put on a troop train and sent out to our next phase of our training. We were sent to Salt Lake City, Utah. There, we were either sent to B-24, B-17 training.

So, at this time, you're a-- you have a stripe. What was your?

I was still a buck sergeant.

A sergeant.

And I never got that stripe.

And then was your wife, did she travel around the country with you at certain times?

Most of the places, yes.

Did they have like an enlisted men's family quarters, or something, or--?

No. We lived on base when she was there, whatever camp I was at.

So you had to find lodgings for her? and pay for it out of your Army pay. Yes.

That's right.

At Fort Myers, Florida, let's see, Yes, we finished our schooling there. And from there, we went to Salt Lake City, Boise, Idaho, where we were put on crews. That's where I wound up with my crew that we have in my album. We were sent to Casper, Wyoming, for phase training. We were part of what they called the Cecil Isbell Group. He was a colonel. He was a big football player with the Army.

While we were at Wyoming, my wife came out there. We were together during our training. When we completed our training, she went home. Our crew was sent to Topeka, Kansas, where we were supposed to pick up our own plane to fly overseas. But being part of the crazy setup in the Army, they only had 17s on that base. So they split our crew up where half went on one plane and half on the other, and the Army transport command flew us overseas.

So you go overseas, I think you mentioned you arrive in England around November of '43?

'43, yes.

And you had enlisted in June or July of '41.

Right.

So that's two years later, then?

Yes.

So you'd seen a good bit of the country by then?

Yes.

And probably met a lot of different people than you'd, perhaps, had met before?

Yes, from all over.

From Topeka, Kansas, we flew to Syracuse, New York, Presque Isle, Maine, and then up to Gander Lake, Newfoundland. And then we jumped overseas, flew over, landed in Prestwick, Scotland. We got there, I don't know the exact date, it was just before Thanksgiving of '43.

And then how did you all feel about going overseas, getting into the action?

We didn't know. We had absolutely no idea of what we were getting into. And it was all so new, being in a foreign country all of a sudden. And foreign money, and things were so different.

From Scotland, they sent us to a base called Tring, "T -r -i -n -g," maybe an hour's train ride north of London. And then we were replacement crews. As different bases needed more crews, we were sent to different bases. Our crew was sent to the 448th Bomb Group. And we replaced a crew that was shot down. And we went into operation, let's see, first mission right there.

Yes, it's great to have this album. We can just check out, Mission # 1, February the 5th, 1944.

That's was our--

Tour of France., You write here, "I was very nervous on my first mission."

Yes. We were scared. We got an idea of some of the things that we were getting into, and we started to realize what was going on.

And on that very first mission, you were attacked by a Focke-Wulf 190?

Yes. It hit the plane in the wing position with us. It was the Mary Michelle. We later flew that plane on a mission. And that was the week that I, just when that plane came back from being rebuilt, we flew it on its first mission. And it never flew combat again for the simple reason it was burning too much gas, so they just took that plane out of service.

So when you came back from that first mission, that must have been a, oh, man, what do we get into now!

Right. But being trained, this was what we were going to do, and that's what we were going to do, and we did it!

So you were part of the 8th Air Force?

Yes. The 184th Bomb Group was part of the 8th Air Force.

And the 8th Air Force is famous for all this strategic bombing over German assets in Europe?

Yes, you can see from my album that we hit a lot of bases in Germany. Airfields, good lot of parts factories, wherever they sent us, that's where we went.

So did you have any casualties in your unit, in your crew?

No we were the “most luckiest crew” on the field. We were the only crew that started and finished as a full crew without anybody getting a Purple Heart.

And why was that, do you think, it really was just luck?

God had his hand on our shoulder, because there wasn’t a mission that we went on there, we came back with holes all over the plane from antiaircraft attacks.

So, even though you were a talented crew, and skilled, it still was beyond, circumstances were beyond the ability to be controlled.

Yes.

There were a few missions that I can recall, I don’t remember the exact sequence, but the one mission, they had a, our plane, we were flying out our wing position, they had us boxed in with the antiaircraft, and, suddenly, the other wing gunner screamed out, “Hey, look!” And there, one shot on-- each ship was shot down which-- we had our commanding officer in it.

Did they all die then?

No, if I recall, we counted four or five chutes, and the others went with the plane.

So that meant they lost three men then or--

No. They lost five.

Five. Ten people in the crew, I see.

Yes.

Now, when you were on these missions, you had a harness that you’d attach the parachute to?

Right.

And on the harness, there was something?

On the harness, you had two little packs. One pack was, we called it an escape kit. It carried a map of Germany and France, German money, and French money, in case you bailed out and were fortunate enough not to get captured. The other packet was with morphine and other medication in case you got wounded and used it until you got back to the base. One other mission we went on, the only time we went on three-ship formations, we went after what we called the ski sites or the launching pads of the V-2 rockets.

Wow.

Our bomb run started out in the Atlantic Ocean. We were going to be in France five minutes and then out. And on that bomb run, our lead ship was shot down, and we never dropped our bombs. We just kept going and went back to the base with the bombs. We weren't going to make a 360 and go back.

Did you ever have to serve as the lead ship?

No. We were never a lead ship. We were always either a wing or the diamond position. And we always carried the aerial cameras, so we were always taking the pictures of bombs away, bomb strikes, and then whatever we saw on the way in or out that we felt would be interesting to the intelligence, we would take pictures of it.

So was there a crew member in charge with taking photographs or did the film just run automatically?

No, it was usually our ball turret gunner that-- he would lean out of the back door, hatch door, he would take pictures of whatever seemed appropriate.

He would hold the camera?

Yes, just hold the camera out there, and take pictures. I would have to hold him so he wouldn't fall out. And, other times, when he was in the ball, I would take pictures out of the waist window.

So you were a waist gunner

Most of the time.

Most of the time, and, also, a tail gunner?

Yes.

And were those like, help me out, what millimeter were those?

Oh, all the guns were 50 millimeters.

50 millimeters.

Like two barrels or--

No, waist guns were single guns. The tail or the turret guns were twins. Twin 50s. Either the top or ball turret, or the nose or tail turret.

Did it affect your hearing at all, firing the guns?

I think so. That's why I've got hearing aids. And I did freeze my cheeks and ears in the cold weather, you know. The cuts from the oxygen mask just froze in my cheeks. That's where they came up with that wind chill factor. When they opened up the bomb bay, you got that wind going right past.

Yes. So--

I think we were warmer while we were flying in that extreme cold than we were on the ground because of the clothing that we wore!

So you were-- you'd fly a mission, say, today, and you'd have like a day off?

Usually.

And then the next day?

Next day.

And were you able to--

It wasn't for many.

And were you able to relax, or not really?

A certain amount, yes.

A certain amount.

Yes. Most of the time, we'd come back from a mission and just fall into bed and go to sleep.

Yes.

You know, and there was-- that part was an idiosyncrasy that somehow it just involved, in mornings, when they woke us up for a mission, we'd just get out of bed and get dressed and leave. We'd never make our bed. Our reasoning was if we'd made the bed, we'd never come back to it. So, every mission, we never made our bed.

So you flew the thirty missions, then, from February through maybe the end of May, the beginning of June?

June 2nd.

Just prior, in a way, to D-Day, yes.

Four days before D-Day.

But you had no idea that D-Day was in the offing, no?

We had no idea until the night before that there was D-Day coming up. And it was something! We were ready to go. We were considered as qualified observers, but they wouldn't let us. They said, "No, you've made your missions. Stay on the ground."

So that was the rule that if you make your thirty missions,

Yes

you'd completed your required service?

Your time in combat.

Yes.

Actually, when I started, we only were supposed to make twenty-five, but on our eighteenth mission, they, General Doolittle, convinced the Surgeon General to increase to an additional five missions. I guess the, by that time, we weren't seeing many fighters. Most of the attacks were the antiaircraft guns. And they were, those Germans were good. I swear they could pick a flea off the nose star at 20,000 feet. They were that good.

You know, I had a, I interviewed a veteran not too long ago, and he said, he was injured in the infantry, and he said the Germans could put a shell in your back pocket.

They were that good. I swear we never went on a mission, came back without finding holes all over the plane. Just that we were lucky and never hit any vital part of the plane like some of the others. I don't think that I ever went on one that we didn't lose at least one or two crews.

And how many planes would be going out at a time?

Generally, if it called for a full mission, you'd have four, four, four, four, sixteen in two wings. That's what? Thirty-two planes on a mission. We had-- there were three groups in one wing. And, generally, the lead group would carry the general purpose bombs. These are five hundred, thousand pounders. The second group would carry incendiaries, and the third group would carry antipersonnel bombs. So you'd blow the place up, burn it down, and then get anybody running around.

And your plane usually?

Depending on our position, either first or second group, or third group.

Yes.

But mostly we were either first or second, carried general purpose or incendiary bombs.

So did you fly at night or in the day?

All our missions were daytime.

And did, but the pilot, or your lieutenant, or your pilot, he didn't know what the mission was until--

Until briefing. We would know, too, at briefing. They would tell us. But we rarely knew where you were going the day before or the night before. It was at the briefings when they would tell us where.

So you knew, you were saying that you knew that the United States was going to war?

I had that feeling, yes.

When did you know that America was going to win the war or was going to be successful?

We just felt that way from the very beginning.

From the very beginning.

From the very beginning. Even though we were being pushed back, we just felt that we would beat them. We did, thank God! Our country mobilized and built the necessary equipment.

Yes, and to be able to project that power across two oceans, it's just--

Yes.

It's hard to--

It's hard to picture.

Yes.

Near the end of my tour, I was on a few of those thousand plane raids that the Air Force was able to send out, over a thousand planes on one raid. I talked to men that were still on the ground, and they said they just saw wave after wave after wave of planes going over.

I think the worst mission that the Air Force went on was the raid at Schweinfurt, the ball-bearing plant. And we had our biggest loss of planes that day. We, our group, went on

that mission, but our crew, as we hit the coastline of France, we blew the hydraulic system, so we aborted. So, we missed that mission. And the Air Force lost something like twenty or thirty planes that day. And they were actually talking about night bombing, but they stayed with the daylight bombing. We bombed during the day, British bombed at night.

I should know this, but why did the British bomb at night? Why did they go at night?

I don't think--

Was it easier or harder?

I don't think they were trained for day flying. There was a difference in the type of flying they flew. In night flying, they flew single formation, single one in back of each other, and they bombed mostly the big cities. They never went for any plants or things like we did. We went after the parts factories, the tank factories, the airfields, the marshalling yards, but they never bombed any specific item like we did.

Maybe they wanted revenge for London, or Coventry, or something, Yes.

That's right.

Yes.

So, but we flew strictly days in formation flying. And once the Air Force were able to give the fighter planes the extra range with gas tanks, then we got complete protection all the way into the target area and back. And then we rarely, rarely ever saw any fighter attacks. As I said, it was almost all antiaircraft attacks after that.

So your B-24

Yes

carrying this crew of ten

Ten

and these various types of bombs, what was your range, how far could you fly in to?

I don't think there was any place in Germany that we couldn't hit.

And get home?

And come back, yes. We had the full range of all of Europe with the B-24. And, actually, the 17 had that, but I don't think they went as far as we did. We were-- we carried a

bigger bomb load. We carried-- we went in further than they did, faster. We went in after them and came out before them.

You got an R&R furlough when you were in England to go up to Edinburgh?

Yes. We went up to Edinburgh for six or eight days.

Where did that occur in your--

About the middle of our tour.

Somewhere over the fifteenth or sixteenth mission.

Yes.

And that's-- We had a wonderful time.

Did you develop a taste for Scotch whisky or you--or not?

Yes. I was never much of a drinker.

Yes.

And one drink would be more than enough, or one beer would be more than enough for me.

Yes.

Except for when we made our last mission. We got drunk for three days. And that was, let's see, that was about the fifth of June. We were in, I forget the town, not the main city, Norridge. And as we walked along the street, we went past this one church. And the boys stopped, and we looked at each other, and we all just walked right in and sat down and prayed. Thank God that we were alive and ready to go home. After we walked out, I asked the boys just what kind of a service was it, and none of them knew, because we walked into a Church of England, which was different than all the other types of, what, the Episcopalian or whatever.

All six of us, I think, were all of a different denomination, but we got along pretty good. And, as of this date, this interview, time has taken its toll. Paul and I are the only two left alive out of the ten.

Is that Mr. Thornton?

Yes.

Yes.

That would be-- Thornton and I are the only two left alive.

Yes.

I do stay in touch with him. I talk to him maybe once or twice or three times a year.

Do you remember any particularly humorous or unusual events?

On the missions?

Or while you were in the--

Well, like I said, we never made our beds.

That's interesting.

Oh, one of the other things, this other crew, one of the boys got a packet of, I guess, vegetables or something to grow. And he set up a garden, planted all of these, whatever he had, and was taking care of it. And, unfortunately, that crew got shot down. The next crew moved in, and one of them took over the garden, and, about a month later, they got shot down. The third crew came in and nobody would touch it.

Yes.

No way! That was bad luck.

And was that crew shot down?

No. I think they were still there when we left. The, they took those which I have pictures of the enlisted men that were left alive and completed a tour. They made a base defense unit out of us. And we told them--

Yes. That's interesting. You didn't have to fly over Europe anymore, but they--

They thought we would be able to defend the base if the Germans sent over paratroopers to attack the bases. And we told them we had no training for that, and no way are we ever going to go after seasoned paratroopers when we never had the training!

They couldn't teach us enough in a week's time to be able to be effective. So it wasn't much after that that they sent us back to the States.

Yes. So, Yes, I think it mentions here that your service ended in September of 1945?

Yes. We landed in Boston on August the 1st of 1944.

Oh. Was that by ship you came back?

Yes. We came back on the West Point which was I believe almost as big as the Queen Mary.

Yes.

And it was an empty ship.

It must have been a great feeling to come back, know you did your job.

That was another thing about--

You got all these medals and citations.

That was another thing about our wonderful Army! Before we got on the boat, they gave us leggings, they gave us gas masks, and they gave us helmets. Now, what the heck were we going to do with all of that on a ship? Once we got out into the middle of the ocean, all you got to do is watch the back of the ship, we discarded all the helmets, the gas masks, the leggings. We threw them overboard. We don't want them! And they gave us so few on the ship that they gave us all jobs to do, more or less like guards, you can't go someplace for smoking and things like that. So they fed us three meals a day. You eat three meals a day.

Yes. Did you gain weight when you were in service?

Yes, actually, as far as I was concerned, the Army was a very sedate life. Like I said, we never marched. We never drilled. So it was up to you to stay in shape.

Yes. So, you land in Boston and you get a train back to--

To Fort Sheridan.

Ant that's where you--

No, we weren't discharged. We got a furlough. And then, from there, I was sent to Santa Monica, California for R&R. The Air Force had taken over the Miramar Hotel there and just the fellows like me that were coming back were sent there. And I was there with my wife for two weeks. And then I was reassigned to Walla Walla, Washington, to train new crews. I spent the rest of the war up there training new crews for B-24s

So you were there then when they dropped the bomb on Japan?

Yes. I was there for the bombing of Hiroshima and Nagasaki.

So some of those crews you trained, they, fortunately, never had to--

They went overseas. I don't know what happened to them.

We never stayed in contact with any of those crews we trained. Whether they went to Pacific or Europe, but after their training, then they went on to, like we did, to overseas.

So you were-- your final rank was staff sergeant?

Yes.

Where did you receive that promotion, in England?

I got that staff in Europe, yes, in England. I should have gotten my staff when I completed gunnery school and they never gave it to us. I just didn't do any-- there was no point in arguing over it.

Yes.

Just went along with the quo.

So what was it like adjusting to civilian life back in Chicago?

A little difficult at first. But, actually, I was discharged at Fort Lewis, Washington, because I had my wife out there, discharged us, and drove back to Chicago.

You drove back because your wife had driven out, or you had bought a car, or--

Yes I bought a car. We had--

What kind of car did you buy?

I bought a Chevy.

Was it a good one?

Nah, but it was transportation in those days.

Yes.

Let's see. 1940, about a '38 or '39 Chevy.

And because of the type of work I was doing up there in Washington, I had no set hours. Like one morning, I would maybe go up at eight o'clock in the morning. Maybe the next day, at eight or nine at night for night flying, or even earlier in the morning. So I had unlimited gas. And we had our ration books for meat and things like that. So we had a

nice little apartment up there in Washington. It wasn't a bad way of life if you took it with a grain of salt.

Yes. Did the Air Force or the Army, did they ask you to consider staying on and make it a career?

Oh, yes, they had asked us, no, not to stay in, but to join the Reserves. And I told the recruiting officer at that time that all I wanted was another piece of paper like the first one, the discharge papers, and if you ever needed us, you'd come and get us. And I think we were lucky in that respect, because the Reserves were called up for Korea.

Yes.

I think four and a half years was enough. I think I did my share.

Yes.

Were you an only son or a--

Yes.

Oh. Your parents must have been thrilled to see you at home, Yes.

They didn't want me to go.

Yes.

And, of all my friends, I think I was the only one that saw actual combat.

Was it easy for you to get your old job back or?

I never went back to it.

Did you use the GI bill or--

To one respect, we used the GI bill to buy our first co-op on the GI bill, four percent interest. That got us started, so we were buying wherever we lived.

Did you go back into the drug business, the drug store business?

No, I got into the taxicab business, which I don't know how, but, yes, my father-in-law was a driver for Checker Cab Company. And I started driving a Checker just before the Cubs won the World Series, they didn't win it, they played in it. And from there, I went to independent cab ownership, staying in the cab business until I retired. And I wound up having a little fleet of about seven cabs, sold them, and retired, and here I am at The Park, retired in my old age.

Yes. Mr. Schatz, how do you think your military service and experiences in the Armed Forces affected your life?

Well--

That's a tough one.

In a way, it is so unusual, so different, that, even after sixty years, you still talk about your days in service. And I still say if you take it with a grain of salt, it's something to learn. It's an experience you just never finish going through. There were the good parts and bad parts.

I mentioned that I was an instructor in Greenwood, Mississippi. That was the softest job I had in the Army. I was an instructor in Cadet School and worked four hours a week, period.

And you gave it up.

Well, yes, you felt that we weren't doing anything. That's why, one of the reasons, I volunteered for gunnery school.

Yes. Had you ever flown in an airplane before you joined the Army Air Corps?

No, never went up before.

Wow.

Never flown. And it was fun. Like, especially when I was working on the planes in Greenwood, Mississippi, after you completed the work, like replacing some of the control cables, you had to have a, one of the pilot instructors take the plane up to test it to make sure that the plane was good for a cadet to fly, and when he would come and you'd help him get in the plane or get ready, and he'd look at us, and he looked at me and he says, "You ever go up before?" And you'd look at him and say, "No, sir, never been up before." He says, "Go get a chute and get back here. Go get a chute and go up with me." And that was fun.

Yes.

They'd get away from the base, and they'd start making all these rolls, and flips, and turns, and looking up, and there's the ground above you.

Yes.

That was fun.

You thought it was fun? Yes, you must have, because you volunteered to go gunnery, Yes.

Always told them, "No, sir, never went up before. I've never been in a plane. I just fix them." And he'd say, "Go get a chute and fly with us." And, oh, we loved it! I loved it! Never affected me. I mean, I never got sick or anything like that,

So, you'd say you'd never been up, and you had, and they'd give you more experiences, just to get up there, Yes.

Yes. You know, they were single-engine two-seater planes, and once they got away from the base, they did all kinds of acrobatics in them.

Yes.

Like I said, it was fun! And, same way, in my last few weeks of gunnery school, they would take us up in a plane, and we'd go out over the bay and practice shooting at targets. And all of these pilots were putting in for overseas combat for flying. And they just wouldn't send them. And they were soon bored with their job, and coming back from zooming out on the bay, they'd play tic-tac-toe with the plane, and things like that. And while you're standing in the back and you'd notify the pilot that you were through shooting, and before he'd give you a chance to sit down and buckle up, he'd take off, you know, but, you know, you're young and full of vinegar or whatever you'd want to call it.

Vinegar, Yes, Yes.

And you got to, if you took it, like I say, with a grain of salt, it was great.

Yes.

Mr. Schatz, how do you think your military experience has influenced your thinking about war or about the military in general?

Military is great. But it's the leaders, right now with what we went through in Vietnam and what we are doing right now, I would blow our president's head off. This is the most foolish and stupid thing he ever pulled. We are looking right now at Vietnam all over again. There's no way that we can come out ahead, you know. I would venture to say that the GIs that are in Iraq right now or Afghanistan are doing a lot of good with the people. I mean, we are that type of a country that, the people, we would want to help wherever we are at. And I'm sure that they are helping the kids, giving them whatever they have in the way of food or clothing, or getting clothing from home to give to the kids that they've met and seen, and helping families survive, and whatever they can do to help. I mean, we are that type of people, but the country, on a whole, what they're doing over there is not doing any good. What are we doing over there? What are we gaining? What I've seen what we did in England, what we did with the kids, and, I mean, we are, GIs are that way.

Yes.

You know, we are people with a lot of compassion.

And, like I say, this is a way of life that we live for four, four and a half, five years, and, like I say, we took it with a grain of salt.

Is there anything you'd like to add that we haven't covered in the interview?

I can't think of anything.

And then, of course, your album speaks volumes, so we appreciate that.

It evolved into something I never knew, that the wife and I put together, but I think it might be nice for researching at either the Library of Congress, or the original, this original book, I will eventually send to the Jewish War Veterans Museum in Washington.

Oh, definitely.

And let them put it on display and let them, in future years, those that want to research what happened during the Second World War, they might have a copy of what somebody did in the Air Force.

I think it is the most complete record we have that any vet has shared with us in the way of kind of organized memorabilia and documents. Thank you very much.

I appreciate that, Neil, and I'm glad we were able to get together and do it.

Thank you, Mr. Schatz.

So, at any future time, whatever you need, like I said, our bus does go there on a Thursday now.

Yes. So how long does it drop you off for?

I think they're giving us about two hours time there.

Oh.

So that's more than enough for whatever you might need to do.

Yes.

I mean, I could zip up here, but if it would be convenient for you, and we could talk about it, but if it would be convenient for you and your wife, then we can do that.

In a way, I think I might like it. It would be a way of getting out of here.

Sure. Sure.

Like yesterday, I took the bus, I went to Walgreens and a crazy thing, my electric razor, the head wore out, so I went to Walgreens, and I thought they had the right head for it, and I got home, it won't fit, the wrong one. So, I went back yesterday, and returned it, and they didn't have the type of head for my razor.

Yes.

But for the same price that they charged me for a new head for this old razor, I bought a new one.

Yes.

So I got a brand new razor for thirty-two dollars.

Yes. It's funny, when you talk about your razor, you know, and then, of course, I think of the pictures of you in World War II. You've always had a moustache?

Yes. My wife has never met me without a moustache.

Yes.

She's never seen me without.

So you must have grown one, like first time, when you like were eighteen, or seventeen, or something?

I started growing them in school.

Yes.

Sixteen. I think I was about sixteen when I graduated from high school.

Yes.

I was a little on the young side. I don't know if I started early, but I know that I went to summer school about three or four years, made up, I think, about a year or two years of school.

At Crane?

Yes

You obviously got a very good education.

I hope I did.

Were you --Would any of your coursework or classes have led you to believe that you had this mechanical aptitude, or this ability to teach or instruct or operate machinery under pressure or anything like that?

No, never. I took the general courses that the school had to give, you know, machine shop and pattern making, and, but I never, I don't think it trained me for anything special.

Yes. I think Crane Tech, at that time, had a crackerjack ROTC military rifle squad?

I think they did.

Yes. Yes.

But I remember, I was a young kid, I mentioned to my dad I thought I'd like to join the Boy Scouts and he almost beat my head off. He said, "No kid of mine is going to wear a uniform!" And he even felt then that Boy Scouts was a uniform. And who would think that I would wear one for four years!

Yes.

Four and a half years. And I don't know why. I think I had a premonition that we would go to war.

Yes.

You know, although Roosevelt was talking that we were neutral, and, but who knew what made the Japanese want to attack us? I have no idea. I could never figure it out.

Well, I think that was, I guess the interview is over now, but I think that, as a fact, that was kind of almost once, well, the Japanese were marauding in China and --

Yes.

And F.D.R., then, I think, they were going to, enforce trade restrictions and embargo oil, and what not, so the Japanese felt they had to do something.

Well--

But, then, who would have thought they would have done it in such a way?

I don't know. Maybe they were just spreading their wings the way they were attacking China. And, I guess, that's such a country, they'd never be able to conquer them!

Well, Yes, and, of course, they were-- the Japanese when they beat, the Russo-Japanese War, they did a pretty good job on them, so they were feeling pretty confident.

Yes.

They'd been marauding.

At that time, the Russians, with the czar, they weren't very effective, I don't think, because, see, you talk to a lot of the people here, they will mention that their brother or their dad ran away from Russia to get away from the czar.

Yes.

I remember my dad mentioning he had a brother, I guess he was, what's the word, conscripted, into the Russian army, and it wasn't the type of life most people really--

You know, I don't think-- but I don't think we are military people, but you get our hackles up, and then we do a pretty good job if they let us.

Yes.

And that's another stupid thing that, my personal opinion, was like, during the Korea and Vietnam, there were so few, and I'll be frank about it, so few of our Jewish boys that went into service. As long as you were going to college, they didn't touch you.

Yes, they got a deferment.

Right. Well, we were affluent enough to send our kids to college. So few of ours went into service. It wasn't like the Second World War. It was a popular war. It was-- everybody was gung ho about it.

Yes

And if you weren't being drafted, you were running down and joining up.

Yes.

And it was different. It was a popular war. You were fighting against a dictator that was killing people, and you had to go; you had to fight him, not like Korea or Vietnam.

Yes.

It was a poor man's war. So I don't know what else to say about it.

Thank you, Mr. Schatz.

You're welcome.

Is it set for another memory?

Yes, I think so.

Just before we got to the coastline of France, my suit shorted out, so I had no suit. And being in the back was the coldest part. So I went up to the front, and I tapped my pilot on the shoulder. "Give me your suit," and I pointed to the co-pilot, and the guy didn't want to, but everybody says, "Switch," so we changed clothes. And I got his electric suit, because I would have frozen to death in the back. You didn't have that chill and the wind up in front in the pilot's compartment, so we switched.

The electric suit, was that plugged into something?

Oh, yes, pants, jacket plugged into the pants, we had sockets in each sleeve where gloves plugged into the sleeves, and your boots plugged into the pant sleeve, and you plugged in your suit into the thermostat wherever your gun position was. And you turned up the thermostat, and you got nice heat. That's where your electric blankets came from, those suits.

From the wartime?

You wore one kind of drawers and tops, two pairs of wool stockings, the electric boots were fur-lined boots, the electric pants, electric jacket, gloves, heated gloves, and fur-lined gloves, and then you had the Mae West, and then your harness.

The Mae West was the?

The life jacket vest.

In case you were shot down over water?

Yes.

Yes, but that was a farce, because they said if you didn't get out of the water within seconds, you'd just freeze to death in the water, the Channel, or the North Sea, so if you landed, if you bailed out, forget about it. You didn't have a chance, not over the Channel. So your best chance to bail out would be in France where the French Underground would pick you up.

Yes.

And I think I was the only crew member that carried my forty-five automatic. And I always had six shells in the clip, and one in the chamber, and I always said that if I had to bail out, I had six shells for them, and one for myself. I wouldn't become a POW.

Wow.

No. My dog tags said Jewish. And no way would I let the Germans get me. That would be the end for me.

Thank you, Mr. Schatz.

Thank God, I never bailed out!

Thirty missions.

Yes.

Distinguished Flying Cross.

Yes.

Thank you.

Reader's Notes:

Mr. Schatz provided photographs to illustrate his transcript. They appear in the next few pages.

In the accompanying booklet, the reader has the opportunity to read the splendid and unique wartime album, compiled by Mr. Schatz during his service. He combined daily cuttings from the Stars and Stripes newspaper which reported on his bombing missions with his own comments about the air raids over occupied Europe.

As a proud member of the Jewish War Veterans Kirschenbaum-Silver Post 282, Mr. Schatz teamed with Fred Yanow and Melvyn Aper to present then Library Administrator, Cary Czarnecki, with the book, The Jewish War Veterans of the USA: One Hundred Years of Service in two volumes. The work was added to the Reference Collection on the second level and can be found at the Ref. 369.1 J59 call number.

On the next page the reader can see the current profile statement for the existing Sol Schatz Collection in the Library of Congress's Veterans History Project.

Unfortunately, Mr. Schatz passed away on October 29, 2008. His friend and fellow World War II veteran, Mr. Ralph Friedman, who is also a VHP participant through the Niles Public Library, proofed this transcript for Mrs. Schatz.

Mr. Friedman read the following poem which he had written in Mr. Schatz's memory at the 2nd Annual Veterans History Project Breakfast at the Niles Library on November 6, 2009.

REMEMBERING

S. Sgt. USAAF Sol Schatz: October 29, 2008

When a man has lived
with quiet strength,
full of grace,
those who mourn
when he departs,
measure the man
by the lonely space
left within their hearts.

R.B. Friedman
JWV Post 282
11/2/2008

The Library of Congress >> American Folklife Center

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Sol Schatz Collection

Biographical Information

Name:

Sol J. Schatz

Date of Birth:

1919

Place of Birth:

Chicago, IL

Gender:

Male

Race:

Unspecified

Home State:

IL

War or Conflict:

World War II, 1939-1946

Status:

Veteran

Dates of Service:

1941-1945

Entrance into Service:

Drafted

Branch of Service:

Army Air Forces/Corps

Unit of Service:

713th Bomb Squadron, 448th Bomb Group, 8th Air Force

Location of Service:

England

Highest Rank:

Staff Sergeant

Prisoner of War:

No

Service Related Injury:

Unknown

Collection Information

Type of Resource:

Audio: Audio Cassette [1 item] --Oral history interview

Manuscript: Transcript [1 item] --Typewritten document

Computer File: CD [1 item] --Multiple types of electronic files

Donor:

Betsy E. Tolstedt

Donor Affiliation/Organization:

Evanston-Rockford Vet Center

Collection #:

AFC/2001/001/34684

Subjects:

Schatz, Sol

World War II, 1939-1946 -- Personal Narratives

United States. Army Air Forces/Corps.

Cite as:

Sol Schatz Collection (AFC/2001/001/34684), Veterans History Project, American Folklife Center, Library of Congress

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The Library of Congress >> American Folklife Center
May 26, 2004

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REMEMBERING

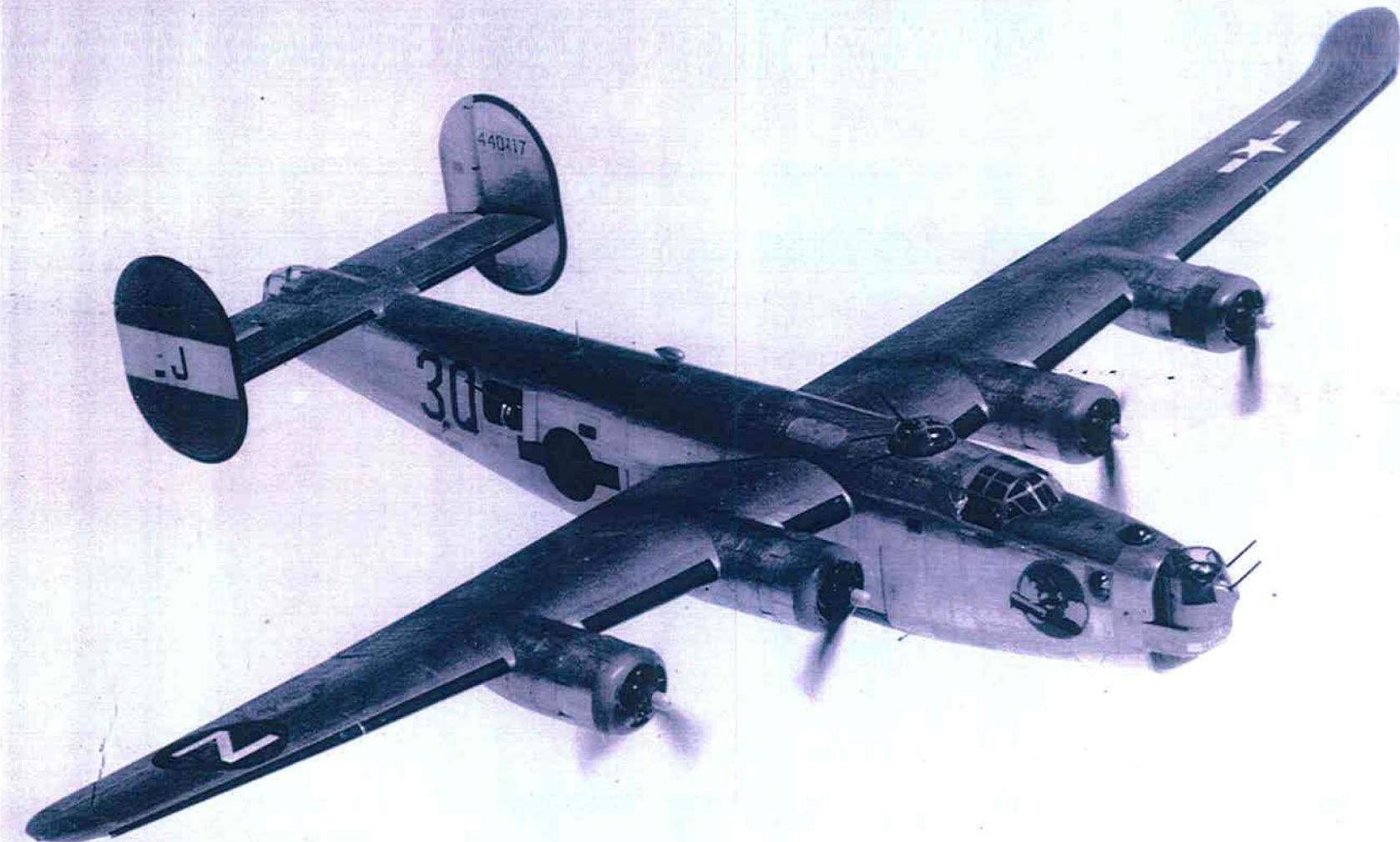
S. Sgt. USAAF Sol Schatz: October 29, 2008

When a man has lived
with quiet strength,
full of grace,
those who mourn
when he departs,
measure the man
by the lonely space
left within their hearts.

R.B. Friedman
JWV Post 282
11/2/2008

One Niles Library employee, exclaimed “Wow, Errol Flynn”
when he saw this picture.





B-24 Liberator bomber in which Mr. Schatz flew as a waist and tail gunner. Mr. Schatz flew in 8 different B-24's whose names are listed in his accompanying war album.

Distinctively painted B-24 Assembly Plane

These planes were used in assembling group formations at the start of mission.

The plane would then return to base according to Mr. Schatz.

10

B-24D-5-CO 41-23809 *You cawn't miss it!*, assembly ship for the 448th BG, Bungay, February 1944

The last of the three Eighth Air Force B-24 units to go operational in December 1943, the 448th began with standard B-24D models. This B-24D-5-CO was early off the San Diego production line, being delivered to the AAF on 22 August 1942. Like most of the original assembly ships, it had previously served with the 93rd BG (carrying the nickname *Hell's a Droppin' II*) in the conventional bombing role. In February 1944 41-23809 was passed to the 448th BG, who stripped it out and painted it in the gaudy colours seen in this profile, transforming it into an assembly ship. The distinctive paint scheme was initially restricted to the fuselage and tail surfaces, but eventually the entire wing area was also adorned with checkerboard squares of yellow and black. In June 1944, the deteriorating mechanical condition of the veteran bomber saw it replaced by B-24D 42-63981 *The Striped Ape*. The role of the assembly ship has been little understood in the language of the Liberator. To quote another veteran, pilot John Jakab remembers it this way:

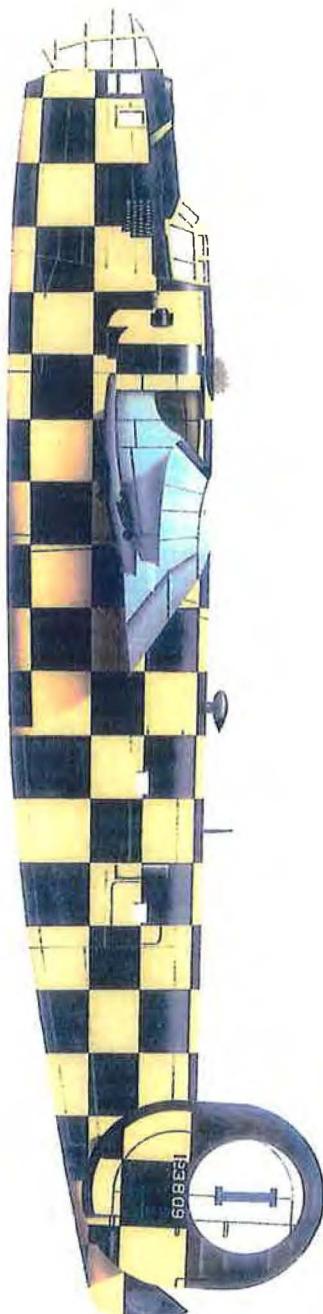
'Assembling a group formation was, on occasion, a stressful and hazardous endeavour. When temperature and dew point were equal, or nearly equal, the ships departing the base and climbing to formation altitude would start producing vapour trails from about 1500 ft (457 m) to 2000 ft (610 m). Considering that there were many groups taking off at about the same time, the vapour trails could form a solid overcast over East Anglia that was 15,000 ft (4572 m) to 20,000 ft (6096 m) thick. The planes would usually break out above the overcast at about 16,000 ft (4876 m) to 19,000 ft (5791 m).

'During the climb, the planes flew a specified racetrack pattern on the group's assigned "buncher", or radio facility, until they reached their assigned altitude. If visual flight rules could be maintained, the group would assume their formation positions on the assembly aircraft. If visual flight rules could not be maintained at the assigned altitude, the aircraft would proceed to the next assigned radio beacon, climbing to a higher assigned altitude, or until reaching visual conditions. After the group was in formation, the mission leader would take the lead position, and the assembly aircraft would depart and return to the base.'

'Of course, when weather was not a factor, assembly in formation was relatively easy. In every case radio silence was maintained. If someone made a radio transmission for whatever reason, no one would reply. Some communication was accomplished by using Very pistol flares. Occasionally, we had mid-air collisions and aborting aircraft for mechanical problems, but we seldom knew of them unless they were in our own unit.'

10

B-24D-5-CO 41-23809 *You cawn't miss it!*, assembly ship for the 448th BG, Bungay, February 1944





Honorable Discharge

This is to certify that

SOL J SCHATZ

STAFF SERGEANT

423 AAF BASE UNIT

Army of the United States

is hereby Honorably Discharged from the military service of the United States of America.

This certificate is awarded as a testimonial of Honest and Faithful Service to this country.

Given at SEPARATION CENTER
FORT LEWIS WASHINGTON

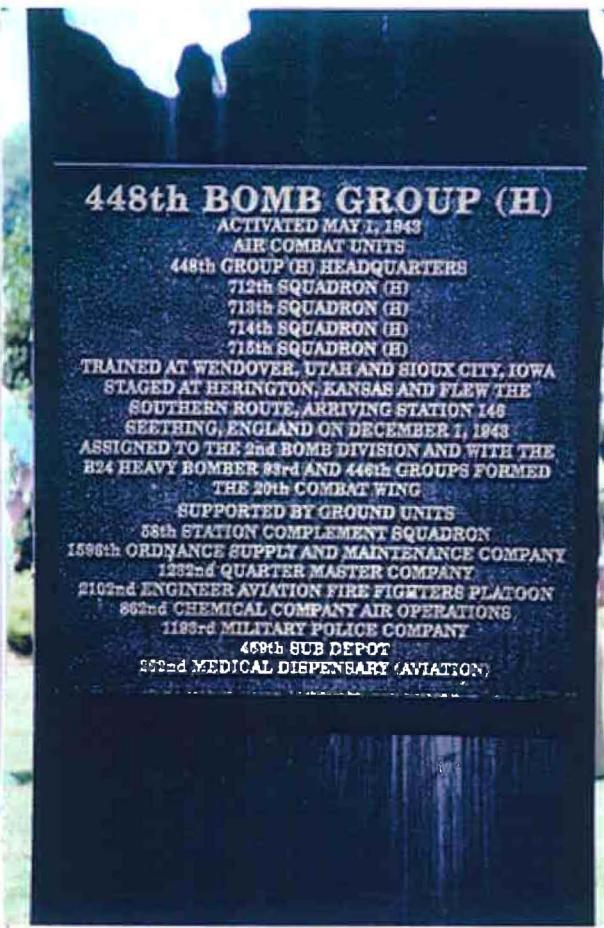
Date SEPTEMBER 1945

Harvey D. Taylor
HARVEY D TAYLOR
LIEUTENANT COLONEL CAVALRY

448th Bomb Group Monument, likely in Norfolk, Virginia
Mr. Schatz pictured below on the left with his pilot L.V. Thornton



Scans of pictures provided by Mr. Schatz. Interviewer's notes indicate they were taken in Norfolk, Virginia, possibly in 2006.





3 B-24s over Europe in formation.

Squadron Badges



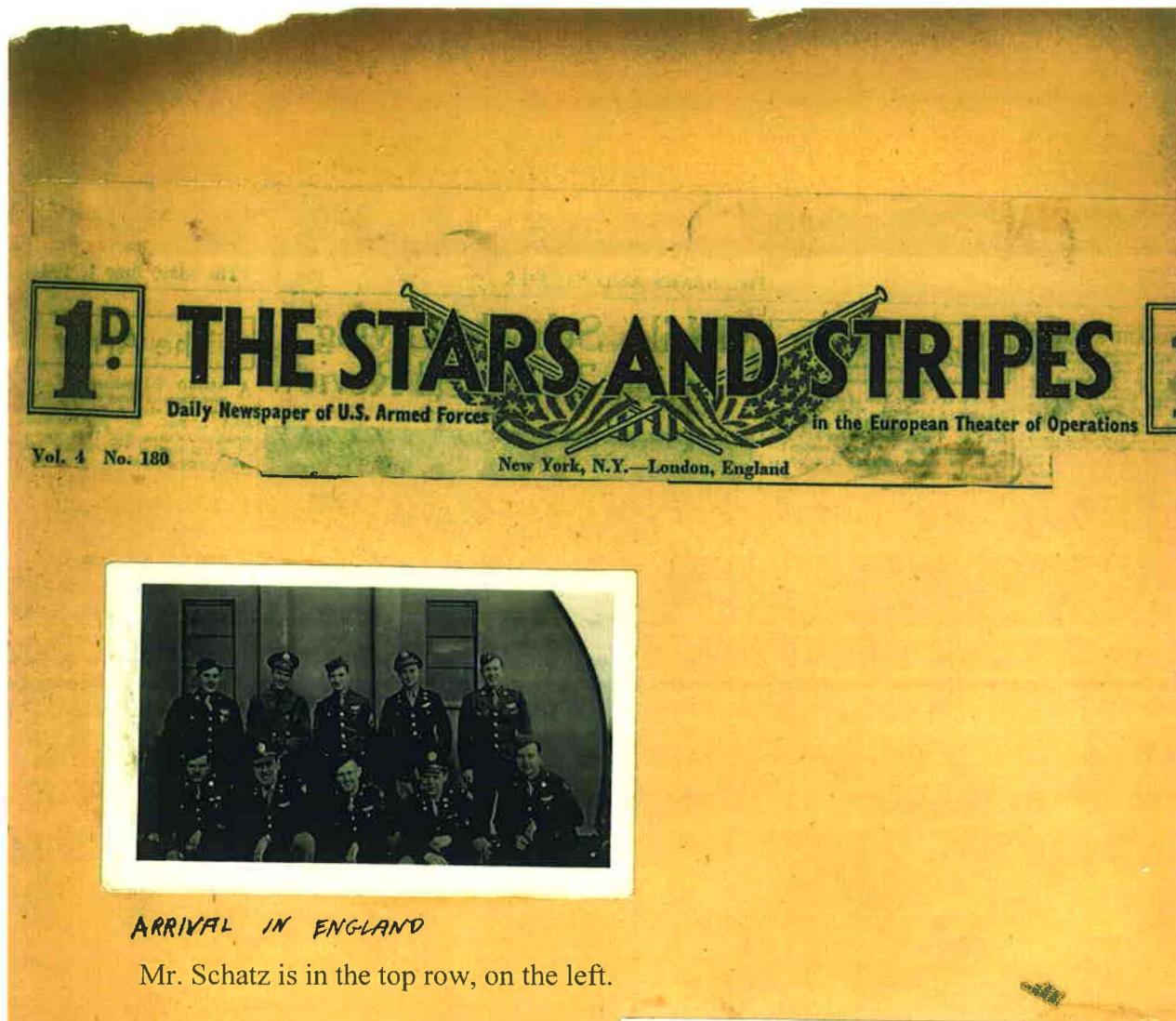
Mr. Schatz photographed below holding his framed plaque of medals and recognitions of his service.





Mr. Schatz's Wartime Album
based on his clippings from the
Stars and Stripes, the daily
newspaper of the U.S. Armed
Forces in the European Theater
of Operations.

The Stars and Stripes Daily Newspaper Masthead and 2 pictures
The newspaper accounts of the 30 missions are taken from that paper.



ARRIVAL IN ENGLAND

Mr. Schatz is in the top row, on the left.

Mr. Schatz can be seen in the 2nd row, 2nd from the right. To his right may be a Jackie or Ken Rohrbach. At the beginning of the row is Carmen Valentino, ball turret gunner, then Sgt. Miller, and Nick Nicholson, top turret gunner. The first row from left to right is Lt. Smith, Lt. Regan, the pilot Thornton, and the co-pilot, Lt. Bowman.



COMPLETED LAST MISSION.

Ships I Flew

SHIPS I FLEW IN DURING MY MISSIONS

FEATHER MERCHANT	477	RETIRED
TONDEL RYO	240	WRECKED
MARY MICHELE	993	
EASTERN QUEEN	109	M.I.A.
SKY QUEEN	026	WRECKED
BATTIN BABY	971	M.I.A.
FACINATIN LADY	981	M.I.A.
TROUBLIN MIND	298	
OUR HONEY	302	
UNNAMED	289	

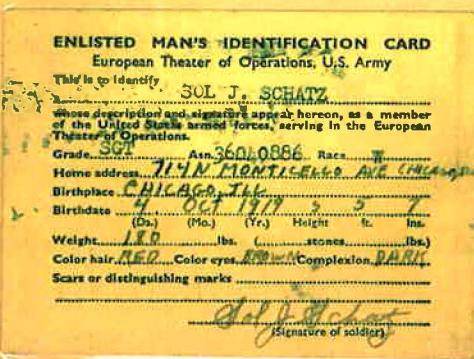
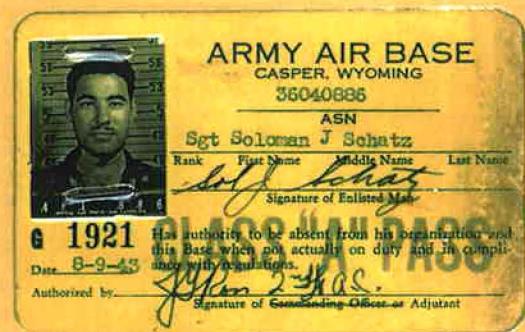
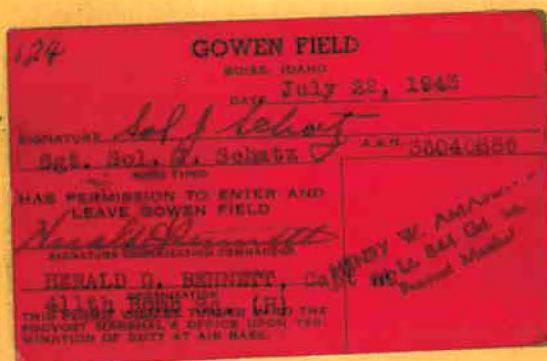
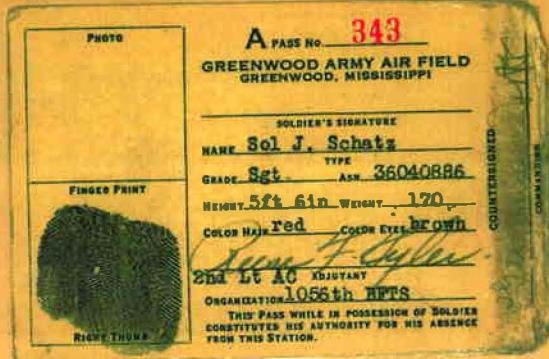
Phase Training, Casper



TAKEN DURING PHASE TRAINING AT CASPER Wyo.



Mr. Schatz's various identification cards Stateside



2nd page of Stateside ID Cards

<p style="text-align: center;">AERIAL GUNNERY SCHOOL GOWEN FIELD BOISE, IDAHO</p> <p style="text-align: center;">THIS IS TO CERTIFY THAT Sgt. Schatz, S J Grd. 92</p> <p style="text-align: center;">HAS SATISFACTORILY COMPLETED TURRET TRAINING AT THIS BASE IN COMPLIANCE WITH SECOND AIR FORCE MEMORANDUM 353 (3-E) DATED OCTOBER 16, 1942 AND IS QUALIFIED TO OPERATE TURRETS IN HIS ASSIGNED AIRPLANE.</p> <p style="text-align: center;"><i>A. L. Starling</i> A. L. STARLING W/D (J.G.) DEPT. HEAD</p> <p style="text-align: center;">7/27/42 DATE</p>	<p style="text-align: center;">411</p> <p style="text-align: center;">ARMY AIR BASE CAMP, WYOMING</p> <p style="text-align: center;">No. 4065</p> <p style="text-align: center;">DATE ISSUED 10-14-42</p> <p style="text-align: center;">EXPIRE OR TERMINATION OF SERVICE</p> <p style="text-align: center;">PHOTO</p> <p style="text-align: center;">Print Name Bob Schatz</p> <p style="text-align: center;">Signature Sgt. Schatz</p> <p style="text-align: center;">Capacity or Rank C/4</p> <p style="text-align: center;">By authority of Major General, Adjutant General, Army Air Forces, U.S.A.A.F., Wyoming Commandant</p> <p style="text-align: center;">PASS</p> <p style="text-align: center;"><i>J. G. Ross, 1st Lt. A.C.</i></p>
<p>No. 113</p> <p>Senior Non-Commissioned Officers' Club Station 146, E.T.O.U.S.A.</p> <p><i>Sgt. Schatz</i></p> <p><i>I am a Member of the Sr. N.C.O. Club in good standing, and is entitled to all privileges of the Club.</i></p> <p><i>President:</i></p> <p><i>This Card must be presented on demand at Club Functions, and at any time when making purchases at the Club.</i></p>	

Top 3 pictures were taken shortly after arriving in England.
The bottom one was taken in Edinburgh.



DEC 1943



DEC 1943



DEC 1943



MAY 1944.

**Mr. Schatz third from right
while on “R. and R.”
in Edinburgh.**



Sgt. Schatz's Processing Sheet for New Arrivals at 12th Replacement Depot.
Note the lectures received.

HQ'S QUARTERS
12TH REPLACEMENT CONTROL DEPOT (AVN)

PROCESSING SHEET
NEW ARRIVALS

AAF Sta. 591
JULY 18 Date

SCHATZ, Soc, J.
Name (PRINTED)

S/5G-T
Rank

36140984
ASN

A
Sqd

I Lectures.

The above named individual has attended the following lectures for newly arrived troops.

1st Series

- (a) Administrative talk
- (b) Security lectures
- (c) Training Film - "Sex Hygiene"

2nd Series

- (a) Sex Hygiene Lecture
- (b) Sex Morality Lecture

Officer certifying attendance

Officer certifying attendance

II Physical Examination. (Same time as immunization check on tour sheet)
The prescribed physical examination for newly arrived troops has been made.

M.D. 12th R.C.D. Station Surgeon

* * *

STANDING ORDERS

AAF Sta. 591

1. Passes

- (a) Personnel are not eligible for passes until 72 hours after arrival at this station.
- (b) Pro-paks and mechanical prophylactics may be obtained at Orderly Room or Provost Marshal's office at gate.
- (c) Knives and straight razors will not be carried at any time off the post.

2. Uniforms

- (a) Class "A" uniform will be worn whenever off post on pass.
- (b) Officers will wear blouse or battle-jacket at supper.
- (c) Blouses and jackets will be buttoned at all times when worn.
- (d) Fatigues are prohibited in Assembly Hall, Red Cross Aero Club, and Mess Hall after recall.

3. Language

- (a) Personnel will refrain from the use of lewd, profane and vulgar language as it is unmilitary and prejudicial to the best interest of the service.

4. P-X, Barber Shop, Tailor Shop.

- (a) P-X open from 0900 to 1700 daily except Sunday.
- (b) Barber Shop from 0830 to 1130 and 1230 to 1700 hrs daily, except Sunday.
- (c) Tailor Shop open from 0830 to 1700 hrs daily, 1200 to 1600 hrs Sunday.

5. Red Cross Aero Club

- (a) Snack bar open 1930 to 2300 hours daily.
- (b) Library & game room open 1200 to 1300 and 1800 to 2300 hrs daily; Sundays 1200 to 2300 hours.

6. Conversion of Currency

- Arrangements for conversion of currency will be made through Squadron orderly rooms.

(C.Y.E.R.)

Back side of standing station orders

7. Gas
Gas masks will be carried every Wednesday from 0730 to 1200 hours.
8. Blackout
Be sure your curtains are drawn before turning on lights.
Blackout regulations will be strictly observed.
9. Church Services
Schedule on bulletin boards.
Chaplain's office near back gate.
10. Military Courtesy
Care will be taken that salutes are exchanged smartly on this post and all officers will take corrective action on the spot.
11. Entertainment
Recreation schedules are post on bulletin boards.
Smoking is prohibited in Assembly Hall at all times.
12. "Off Limits" area on Post.
Headquarters buildings are "off limits" to all personnel except those on duty and those who have been given permission to be there by their squadron orderly room.

CERTIFICATE

I hereby certify that I have read and understand the standing station orders, and have attended lectures as required, and am aware that I may obtain pro-paks and mechanical prophylaxis at Orderly Room, Provost Marshal's Office, also that prophylactic facilities are available at Dispensary.

New arrival _____
Name _____ Rank _____ ASN _____

Date _____

Sqd _____

Mission #1

Greatest U.S. Air Assault Passes 10th Day

Mission #1
Feb. 5, 1944

Tours, France.

Was very nervous on my first mission, L.V. had one mission, so that was a help. We were all so nervous that we were hardly ready for take off. Group hit target and did a good job off bombing, but we did not drop any bombs as racks did not work, brought them home with me. On way back from target, was attacked by FW 190's. Came from 6 high to 9 o'clock. One came in all the way, knocked a big hole in left wing of "FEATHER MERCHANT".

They were flying on our left. Had two good bursts then gun stopped fixed stoppage, but had no more attaches.

Raids - - -

(Continued from page 1)

England in the predawn murk, and London experienced another alert with gunfire.

Through Saturday night and right up to takeoff time Sunday morning ground crews groggy from overhauls and endless jobs of maintenance during the long assault worked to fuel and adjust the bombers and fighters and with the dawn the shuttle across the Channel began.

Some groups of heavies going deep into France to hit the airfields reported sighting as many as 40 or 50 German planes in formations, but most returned to base with stories of moderate to no fighter interception and slight to heavy flak. Some of the heavy bombers found solid cloud over the targets, and in it with standing instructions against an blind bombing in occupied territory, brought their explosives home. Others reported good results.

Maj. Elzia Ledoux, of Eunice, La., Fortress squadron commander and pilot said: "We were able to see the target and drop our bombs in a good concentration. I believe that airfield will be non-operational for awhile. Flak was slight. Because of our excellent fighter escort we didn't have a single enemy attack."

Terrific explosions which sent some buildings flying in all directions were seen by 2/Lt. Frank H. McKibben, of Los Angeles, navigator on the Fortress Ohio Air Force.

It was a nice trip for S/Sgt. Vernon E. Mayer, of Duquesne, Pa., waist gunner on the Liberator Sooner Queen, who was flying his 25th mission. "The Spits were near and the flak was far," he said, "and that's the way I like it."

"We hit the target. I feel sure the pictures will show good results," said 2/Lt. William H. Ichper, of Ashley, Pa., bombardier on the Lib Old Irish, which was on its 37th mission.

No. 1

Luftwaffe's Airfield For Invasion Defense Battered by Heavies

Bombers, Out 9th Time in 10 Days, Pound French 'Dromes and Secret Targets; Opposition Reported Weak

American and Allied air fleets smashed Luftwaffe airfields deep in France and pounded secret targets along the coast in daylight yesterday as the U.S. heavy bombers carried the war's most intensive bombing assault to raids in ten days.

While Fortresses and Liberators were giving the Luftwaffe's invasion defense airfields their second battering in two days, almost endless relays of other warplanes shuttled across the Channel in daylong sweeps against military installations on the French coast. Some heavy bombers also hit the secret targets which may be emplacements for Hitler's rocket guns.

Combat crewmen who have carried the assault against the Luftwaffe through six major attacks and three

raids since Jan. 28, reported general

weak opposition from the Luftwaffe

boarded fighters as USAAF and RA

fighter formations sought in vain to bring the Nazi planes into combat. And

bomber groups hit brief but

dogfights, however.

From yesterday's American strikes four heavy bombers and four fighters were reported missing. U.S. gunners claimed 13 enemy aircraft in seven dogfights, and the bomber crews claimed four.

The heavy bombers struck devastating blows at Nazi airfields and depots at Evreux-Fauville, St. Andre de l'Ene, Caen, Chateaudun and St. Aubin, adding to the destruction left by Saturday's heavy daylight assault on six German fields in central France. At least 12 Nazi planes were reported destroyed on the ground in Saturday's blows at Chateaudun, Avord, Bricy, Tour, Chateauroux-la-Marinierie and Villacoublay, near Paris.

The Saturday attacks cost two heavy bombers and two U.S. fighters, while bomber gunners claimed four enemy planes and the fighters six.

The American daylight blows over western France, which Marauders ran up its fifth mission since Jan. 28, were interspersed with RAF Mosquito attacks on Nazi Germany, keeping the Luftwaffe defenses upset. Friday night the Mosquitos slashed at western Germany, and on Saturday night hit western Germany and Berlin, all without loss.

The weekend daylight attacks, which brought the long offensive to a partial halt, began with an assault in force on Frankfurt, in Germany, Friday. Twenty-one heavy bombers were reported missing and one of the escorting USAAF fighters while bomber gunners claimed four enemy planes and the fighters eight.

On Friday the RAF kept up the assault on the Pas de Calais targets, losing one plane in light bomber raids.

While the heavies were pounding six Nazi-operated airfields Saturday, RAF medium bombers hit the Beaufort field, and the Marauders and Red Mosquitoes and Typhoons kept up their offensive against the rocket coast.

Early Sunday morning, the Lu attempted a minor reprisal, sending a small force of planes against

(Continued on page 2)

Mission #2

Forts Hit Brunswick in Giant Air Due

Mission #2

FEB. 10, 1944

GILZE-REIJEN, HOLLAND

OUR GROUP NEVER FORMED, SO WE
FORMED WITH THE "H" GROUP. WE DID NOT
DROP BOMBS AS LEAD SHIP DID NOT BOMB.
HAD LIGHT FLAK AT COAST GOING IN AND

Forts Battle Through Hordes Of Fighters to Hit Brunswick

(Continued from page 1)

Nazi's was that of concentrating on the portion of the coast long before they reached the target, engaging them in such fierce combat that the P-51s were in danger of exhausting their fuel supply.

Unable to go the full distance to Brunswick, some P-47s were forced to turn back, leaving a number of Fortresses unescorted to fly alone.

The air battle was described by some crewmen as even fiercer than the Jan. 15 attack on Brunswick, Osnabrueck and Halberstadt, when the USAF lost a record 60 bombers but shot down 152 Nazi fighters.

On the subsequent raid on Brunswick and Hanover Feb. 30 the American losses were held to 20 bombers, while the enemy lost 91 aircraft.

At one point in the battle 25 Thunderbolts roared down on 35 Messerschmitt 109s and in the mad scramble that followed the bombers flew on, leaving the fighters behind.

Crews told of Fortresses exploding and going down with the German fighters which had attacked them.

"It was like something out of the movies," said one pilot. "Only it was worse. More than 100 German fighters attacked a wing of bombers about a mile to our right. I watched through field-glasses as they smashed through it and then dived under and queued up for another attack."

"When a Fortress started straggling you would all hop on it until they bailed out. Then they went back for the rest of the formation. Any straggler was a dead duck. I saw plenty of fighters falling too. Twice I saw three going down in flames."

"Parachutes, some black and some white, seemed to fill the sky, mixed up with black puffs of flak and orange streaks that had been bombers or fighters."

"Once those 12 Focke-Wulfs came in head-on at us but our fire broke them up before they could do any damage."

Another pilot said: "We had the whole Luftwaffe there trying to get alick at us. Look anywhere any time and all you could see was dogfights. The Germans threw everything into the battle except the bathroom."

"There was lots of destruction upstairs, including one Fortress that exploded and took another one with it, but most of the destruction was on the ground. The formation ahead of us put their bombs right on the target and I don't believe it left us anything to hit. We were flying right over the middle of the flames and the smoke which covered the whole target."

Flying their eighth mission of the month, the Marauders crossed the Channel shortly after dawn to continue their offensive on targets in the Pas de Calais area.

The Marauders, virtually unscattered by enemy fighters in all of their February missions, again were protected by RAF, RCAF and Allied Spitfires. They encountered heavy anti-aircraft fire. One bomber is missing.

Commenting upon the continued absence of enemy fighters, Capt. Harry Elberg of Dedham, Mass., Marauder

said: "It looks as if the raids on Nazi fighter factories are paying off."

"Toughest fight I've seen in 36 missions," said S/Sgt. J. O. Lampkins, of Tell City, Ind., engineer-gunner on the Marauder piloted by 1/Lt. Lyle G. McGeochkin, of Bonner Ferry, Idaho.

"The days of the mite run are over,"

said Sgt. H. T. Williams of San Antonio, gunner of the B26 piloted by 1/Lt. A. W. Bouquet, of San Antonio.

GOING OUT. JACKS GUN WOULD NOT FIRE
MORE THAN ONE SHOT AT A TIME, NEVER
COULD FIX IT. I RECEIVED FROSTBITE ON
RIGHT CHEEK. IT WAS LATER CURED, TEMPORARILY
AT ALTITUDE - 43°

Hordes of Fighters Fail to Stop Blow at Nazi Aircraft Plants

Terrific Dogfights Develop; New Luftwaffe Tactics Force Some U.S. Escorts Back; Libs Raid Holland

Flying Fortresses, striking a new blow in the concerted pre-invasion campaign to wipe the Luftwaffe from the skies, yesterday smashed through some of the heaviest fighter opposition yet encountered to carry out the Eighth Air Force's third heavy blow in 30 days on Brunswick, where a large portion of Germany's warplanes are produced.

The Luftwaffe, judging from early reports of returning American crews, hurled everything it had into a desperate—but vain—effort to keep the bombers away from the target.

For 24 hours—from the time the Forts roared across the enemy coast for the 450-mile penetration to Brunswick, until they reached the Channel again on the way back—the bombers and escorting fighters faced an swarm of German fighters. Many said it was the roughest mission yet for the U.S. heavies, and others ventured the observation that the Luftwaffe must have had orders to halt the attack at any cost.

Direct Hits on Targets

No official announcement of bombing results or its losses had been made at 8:30 p.m. yesterday, but preliminary reports of crew members indicated that the great central German aircraft manufacturing center had received a severe pounding. Direct hits upon the targets were reported.

Fortresses, flying high above the center of the target despite the heavy opposition, crew members said.

"We really got the target good today," 2/Lt. Orris Truth, of Mason City, Iowa, bombardier, said. "I bet I saw a thousand fire."

Brunswick has at least four major aircraft component factories, manufacturing parts for Me109s and Me210s, plus large repair facilities and aerial-engine manufacturing plants. Gun and bomb sights, artillery tractors and tanks also are built there.

As the Fortresses carried on the already-effective drive to cut into Nazi fighter production, Liberators pounded the German fighter base at Gilze-Rien in Holland, and Marauders again lashed at the unidentified but much-disliked secret missile targets in France, this time short and sweet in the Straits restricted operations. Marauder crews again reported a minimum of fighter resistance, but heavy flak.

"Looks as if the raids on Nazi fighter factories are paying off," said one Marauder pilot.

Desperately striving to avert another crippling blow at its waning strength, the Luftwaffe appeared to have marshaled every fighter and used every tactic to stop the Forts. Fierce dogfights developed between Allied and enemy fighter planes as the bombers plodded steadfastly toward Brunswick.

Many as 200 at One Time

Attacking the Forts themselves were never less than 75 fighters and sometimes as many as 200, said crews at one base. Sometimes German fighters 15 abreast pinned in at the bombers, while others dove through the formations in line from astern.

Hundreds of Me109s, FW190s and Ju88s mixed it up with the escorting Thunderbolts, Lightnings and Mustangs. One new tick reported in one by the

U.S. command (see page 4).

Mission #3

Greatest Day Raids Hit Luftwaffe Plants

MISSION #3
FEB 20, 1944
GOTHA, GERMANY



These are the German aircraft centers struck by the U.S. and British air forces in the heaviest 26 hours of aerial assault the enemy has yet felt.

HIT A ME 110, 219, 410 AND OTHER
COMPONENT PARTS FACTORY, PROPPED
BOMBS, BUT DID NOT SEE RESULTS
AS BLOWDS WERE TEN/TENTHS, HAD
NO FLAK, BUT SAWA FEW FW 190'S

BUT THEY NEVER ATTACHED, THIS WAS A NINE HOUR MISSION
AT THREE AND ONE HALF HOURS, TEMPERATURE AT
OXYGEN ALTITUDE - 230.

By U.S. Heavies

(Continued from page 1)
Air Force that yesterday's attacks formed the greatest daylight operation of the war prompted speculation that perhaps as many as 1,000 heavy bombers were in the air.

More than 800 bombers participated in the 1,000-plus American raid on Frankfurt Jan. 29, and according to armada must have outnumbered the Frankfurt fleet greatly to occasion such a special announcement.

The double blow at German fighter output followed one of the fiercest Luftwaffe raids on London in some time. Incendiaries and high explosives were dropped in scattered areas, causing numerous casualties. London observers estimated that 12 or 14 of a force probably 100-plus bombers which participated in the city's defenses, but Berlin announced that "several hundred" raiders participated and started widespread fires.

Many American soldiers, routed from Red Cross clubs and billets, called the terrific barrage hurled up at the raiders one of the greatest spectacles they had ever seen. American anti-aircraft gunners participated.

Crews returning from some of the scattered targets reported slight fighter opposition.

One combat wing leader, Col. Archie Old Jr., of Atlanta, Tex., who flew as co-pilot of the Fortress Old Puss, said: "We flew over a ten-tenths undercast and only saw about 30 fighters."

There was "no flak to speak of," according to S/Sgt. John J. Muller, of St. Louis, right waist gunner on the Troublemaker.

"There was nothing doing upstairs today," reported T/Sgt. Harry J. Poplawski of Cincinnati, a top-turret gunner. "The sky was light and we could see a few fighters."

Huge U.S. Armada Strikes After RAF Hammers at Leipzig

Over 800 American Heavies Drive Deep Into Reich to Blast Important Factories Building Fighters

Allied air forces based in Britain struck the greatest blow of the war at German aircraft production in the 12 hours ending yesterday afternoon.

In the greatest daylight aerial offensive ever undertaken, well over 800 American heavy bombers drove deep into Europe to hit major plants producing Luftwaffe's fighter planes. Losses in these operations on multiple targets had not been announced at a late hour last night.

The daylight operations began within a few hours after the RAF had struck an equally important blow, in which 2,300 tons of bombs (2,530 tons, American measure) were plummeted on Leipzig, vital center of aircraft production and fifth largest city in Germany. While Lancasters and Halifaxs struck the city, other British planes bombed various targets, including Berlin, and laid bombs in enemy waters. The night's operations cost 79 aircraft.

Co-Ordinated, Stunng Blow

The two operations were coordinated to strike maximum blows at Germany's ability to resist the coming invasion. The ultimate objectives of both American and Allied air forces are not only complete domination of the air when the invasion comes—with resulting reduction of ground and naval casualties—but also increased freedom for bombers to make their attacks on war industry and communications throughout German-held Europe.

The Eighth Air Force's attack was described as the largest, farthest and most hazardous daylight operation ever undertaken. At a late hour headquarters had not announced the targets or other specific details of the assault.

The American heavies—both Fortresses and Liberators—smashed at targets on a front 350 miles long reaching through the heart of Germany. They drove in from the southwest, the north and the east, and it was likely that the German Air Force was removed from every base in the country to meet what they probably considered to be a multi-pronged attack on their capital.

As the heavies headed out for their long missions—some flights were ten hours—Ninth Air Force Marauders mediums departed from their offensive against targets in northern France to attack points in Holland. The targets were not immediately announced. Crews reported a complete absence of enemy fighters, although they encountered considerable flak. None of the B26s was lost.

Berlin-Scale 'Raid'

The RAF's attack on Leipzig was on the same scale as that on Berlin Feb. 15, when a record weight of bombs—officially announced as about 2,300 British tons—hit the capital. Considerably more than 2,300 tons of h.e. and incendiaries were dropped on Leipzig in a swift saturation raid which began one minute before 4 AM.

The last attack on Leipzig was made Dec. 3, when 1,500 tons of bombs devastated nearly 30 per cent of the built-up area of the city.

Weather hampered the RAF operations. A dense cloud belt, heavy with ice, covered the route to the target area, and variable winds were found in the clearer skies above.

Terrific fighter opposition was encountered on the journey in to the target and more opposition turned up over the target.

The early success by the British

(Continued on page 2)

Mission #4

U.S. in First Joint North-South Air Blow

Mission #4

FEB 22, 1944

GOTHA, GERMANY

ONCE AGAIN WE WERE SLATED FOR GOTHA. ON THE WAY TO THE TARGET WE WERE RECALLED DUE TO WEATHER. ON THE WAY BACK WE BOMBED MUNSTER, CARRIED INCENDIARIES AND SET OF LARGE FIRES, HAD HEAVY FLAK ON ROUTE IN AND OUT, BUT NO FIGHTERS.

ON WAY IN OVER CHANNEL NOSE TURRET

Raids

(Continued from page 1)

Allied air forces had been painting in Nazi skies.

With German fighter-plane production battered in five major assaults, and with at least 35 per cent of its remaining assembly lines destroyed since Sunday, the Luftwaffe yesterday lost its strength further chopped away in a five-to-one victory scored by U.S. fighters of the Eighth and Ninth Air Forces.

Meanwhile, a final assessment of fighter and bomber-gunner claims in Monday's multifold missions showed 18 enemy planes destroyed by gunners and 33 by fighters.

Two hundred and thirty-four Nazi interceptors now have been destroyed by U.S. fighters from Britain in February, against the loss of 36 American planes. In January the figure was 220 Nazis for 63 Americans.

While the heavies and their huge escort were out yesterday, the medium Marauder bombers of the Ninth Air Force struck again at Luftwaffe bases on the Nazi defense perimeter.

The Marauders hit the Gilze-Rijen air-field in Holland, probably one base for British, American, or Germans used to intercept the Reich-bound heavy bombers. Hits were scored all across the airfront, and returning B26 crews told of columns of flame and smoke rising from the Luftwaffe depot there. Two B26s were reported missing.

As the first scant reports of yesterday's vast operation came out, it was apparent that the raid story airmen everywhere have been expecting finally was being told:

Germany was being hit from top and bottom, simultaneously, by major bomber forces. Relays of fighters were covering the bombers, and on the fringes of the Reich its outer defenses were being pounded by lesser forces—and all under one, unified command.

In only the first 60 hours of the assault the eventual pattern seemed apparent: First, destruction of Germany's power to resist in the air by smashing her air force in battle; then, railways and production machinery; next, the systematic bombing of Nazi war industry by Allied fleets from north and south, by day and night until

Heavies From Italy And Britain Plaster Bomb-Drunk Reich

Double Thrust Splits Luftwaffe, Battered Without Letup Since Sunday in Five Massive Assaults

Fleets of American heavy bombers and fighters struck Germany simultaneously yesterday from north and south in the first co-ordinated attack from bases in Britain and Italy. It was the third major U.S. bombing operation in three days and the fifth Allied attack in force in the last 60 hours.

While Fortresses and Liberators of the Eighth Air Force were smashing deep into the Reich, bomber forces of the 15th AAF in Italy flew over the Alps to batter Nazi targets in southern Germany at the same time.

As the bombers thundered into Europe from north and south, fighter planes of the Eighth, Ninth and 15th AAFs, as well as Allied air forces, flew with them, splitting the Nazi defense formations which have been pummeled without letup since before dawn Sunday.

It was the first such two-directional assault planned and carried out by the unified command of the U.S. Strategic Air Forces in Europe and foreshadowed the shape of things to come for Germany's innermost defenses.

First official announcement of the blow from Britain did not list targets or losses, but I from the size of the forces involved it seemed likely that the tonnage dropped would carry well past 11,000 the total for the 60-hour Allied drive.

The attack from the south was aimed primarily at the big Messerschmitt fighter plant near Regensburg already bombed by the Eighth AAF, and was carried out by what officially was described as the greatest force of heavy bombers ever sent against a target from Mediterranean bases.

Churchill Promises More

Even as flames were leaping from German targets north and south, Prime Minister Churchill, in a report on the war to Parliament, was promising that in the coming spring and summer "the scale of attacks will reach far beyond the dimensions of anything which has yet been employed or, indeed, imagined."

To his declaration that bombings of southern Germany soon would be stepped up greatly from British bases and that Nazi war crimes would be seen out and blotted "no matter where their factories have been withdrawn," the trans-Alpine bombers of the 15th almost at that very minute were adding an explosive illustration.

Yesterday's raids from British bases, although in major force, apparently were not made by formations as large as the 2,000-plane U.S. forces which were out Sunday and Monday, but the Prime Minister's address to Parliament pointed out that now the American bomber force here "has begun to surpass our own (RAF) and, soon will be substantially greater still."

But the Prime Minister's speech, and the burst bombs which punctuated across the Reich, were only part of the black picture which for 60 hours the

(Continued on page 4)

SPRANG A HYDRAULIC LEAK,
LOST ALL THE HYDRAULIC
PRESSURE IN THE PLANE, HAD
NO NOSE TURRET AND HAD TO
CRANK BOMB DAY DOORS OPEN
FOR THE BOMB RUN, HAD TO
CRANK WHEELS DOWN FOR
LANDING, REALLY SWEATED IT
OUT, LANDED OK, BUT LEFT PLANE
ON RAMP AS WE HAD NO BRAKE
PRESSURE, NIPPER WAS SOAILED
WITH HYDRAULIC FLUID AND
ALMOST FROZE TO DEATH,
NICK RECEIVED BAD FROST
BITON HIS CHIN WHEN WORK-
ING IN BOMB DAY.

Mission #5

No. 5 Heavies Again Blast Reich's Air Vitals

MISSION #5

FEB. 24, 1944

GOTHA, GERMANY.

GROUP LED DIVISION TODAY DID A FAIR JOB OF BOMBING, AND GROUP RECEIVED ACITATION FOR IT. CARRIED FRAGMATION BOMBS. HAD INTENSE FLAK OVER TARGET AND LOST TWO SHIPS. LATER, OUR FORMATION WAS ATTACHED BY FIGHTERS.

Nazi Air Vitals Again Blasted

(Continued from page 1) when the Fortresses roared back yesterday.

Some 60 miles north of Schweinfurt Gotha is the site of one of the largest components factories turning out parts for twin-engined Messerschmitt 110s, and there Liberators of yesterday's force had dropped bombs after bombs onto the plants, leaving smoke and flames all across the target area.

Bomber crews told of "almost suicidal" German defense tactics. From the moment the first bombers crossed the Nazi coast, relays of fighters, stung to operate by the endless pounding which started at 10:30 a.m., came along all day, hunkered at them. U.S. Thunderbolts, Lightnings and Mustangs escorting the bombers took on one formation after another of Nazi fighters to add to their record of losses. 17 enemy aircraft destroyed for the loss of 12 U.S. planes since Jan. 1, not including yesterday's figures.

Over Schweinfurt, the bombers found a smoke screen laid by Nazi defenses, but made low bombing runs to drop explosives and incendiaries with accuracy. Reports said might be "among the best results of the war." As they turned home, the Fortress crews saw smoke rising to 10,000 feet, they said.

"Those B26s really got to their target," reported Capt. James R. Martin, skipper of Tampa, Fla., lead navigator in one of the Fortress formations which attacked Schweinfurt.

"We could see the Liberator target just before we got hit. It must have been 60 miles away and there was a smoke cloud to obstruct our view. Our own target, Schweinfurt, was covered by smoke from the bombs of the preceding formation when we got there.

When we left, the whole target area was on fire."

Lt. Col. Louis W. Rohr, of Teaneck, N.J., led a B17 combat wing against Schweinfurt for the second time, and said it was undoubtedly the most successful mission he had ever flown.

"The opposition was good all the way," he said. "There were at least 100 of our fighters in sight at all times."

Additional praise for the fighter support which covered the bombers to and from the target came from Capt. Robert E. Schaefer, skipper of Seaford, Del., pilot, who had taken part in the two previous USAF attacks on the Nazi ball-bearing center.

As the third battle of Schweinfurt began, German radio was quickly on the air with reports indicating the operation might be one of the most important factors of the war. Berlin radio stations spoke of "hundreds of interceptors" going up to meet "bomber formations from north and south," and a little while later made a garrulous announcement that "final division" had already been reached. The attack had reached 24 U.S. aircraft downed. (The official U.S. announcement on Tuesday's operations said 61 bombers and 13 fighters were lost by the Eighth, Ninth and 15th Air Forces.)

Schweinfurt, Gotha Bearing and Plane Plants Hammered

15th Major Day Raid of Record Month Meets Fierce Opposition; Largest B26 Force Bombs Enemy Airdromes

Massed fleets of Eighth Air Force Fortresses and Liberators struck straight to the heart of Germany's battered aircraft industry in daylight yesterday and pounded home their fourth major blow in five days.

Schweinfurt and Gotha, some 450 airline miles from London, and other targets across the Reich were bombed by the heaviest as they are and their fighter escorts carried out the 15th day of operations in a record-breaking month.

German radio reports of the attack described vast air battles along the route to the ball-bearing works at Schweinfurt and the Messerschmitt plant at Gotha. Berlin Radio said Italy-based heavy bombers, which hit the Reich while the Eighth AAF was "grounded" Wednesday, again joined the assault.

As the heavies and their fighters poured in almost endless stream from British bases, the last of 120 Marauder medium bombers yet to fly here bombed simultaneously at three Luftwaffe airdromes in Holland, one of them only nine miles from the German border. It was the B26's nearest approach to the Reich itself and was carried out without loss.

Over 250 Marauders Out.

More than 250 Marauders formed the force which helped in clearing the way for the heavies and at the same time probably accounted for German night raids against England. Fires were left in fuel dumps on the airdromes at Leeuwarden, Gilze-Rijen and Deelen, nearest Germany.

First official announcement by U.S. Strategic Air Forces headquarters did not list losses of aircraft in the day's attacks which kept up the battering of Nazi aircraft factories, accessory plants and airdromes and depots. RAF operations Wednesday night were conducted by Mosquito patrols, but early last night Berlin radio went off the air "for technical reasons," frequently an indication of raid.

Crews of some combat wings in yesterday's attacks came home to no resistance by ground troops or anti-aircraft fire, which often caused only slight damage, but they pushed on to the inner circle of German defenses. One wing Liberators reported almost endless dogfights with fighters and rocket-carrying interceptors.

It was the first attack on Schweinfurt since the fall of Germany's major ball-bearing works, since the history raid Oct. 14, in which almost every part of the big plant there was hit by American bombs. That attack cost 60 aircraft, loss figure equaled only by the Battle of Central Germany on Nov. 11.

The bearing plants there, which turned out some 50 per cent of the bearings used by the Nazi forces, were repaired after the October raid, even though they had been after the first attack on Aug. 17, and production is estimated to be at 70 per cent of normal.

(Continued on page 4)

Mission #6

First U.S. Bombs Dropped on Berlin; Air Force Hails Raiders of 'Big B'

MISSION #6

MARCH 5, 1944
MONT-DE-MARSON

THIS WAS MY LONGEST MISSION, WAS SIXTY MILES FROM SPAIN, SAW THE PYRENNES AND SORE WOULD HAVE LIKED TO KEEP RIGHT ON GOING INTO SPAIN, MADE TWO PASSES OVER TARGET BUT DIDN'T DROP ANY BOMBS DUE TO THE CLOUDS, ON WAY BACK HIT ANOTHER AIR FIELD, REALLY HIT IT, SAW BUILDINGS, PLANES AND RUNWAYS GOING UP, CARRIED FORTY, ONE HUNDRED POUND G.R.'S HAD NO FLAK, BUT HAD THREE ATTACKES BY F.W. 190'S, ONE CAME IN ON JACK'S SIDE, BUT DIDN'T SEE IT UNTIL IT WAS ALMOST TO LATE, GOT SHORT BURST AT IT, TWO CAME IN ON MY SIDE AND KEN AND I HAD SOME GOOD SHOTS, DON'T KNOW IF I GOT THEM OR NOT. OTHER ELEMENT FROM GROUP WAS OFF COURSE AND HAD HEAVY FLAK AND FIGHTERS, LOST TWO PLANES.

No. 6 Libs, B26s Hit France In a Follow-Up of Epochal 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.

Liberators, Marauders and endless relays of Allied medium and light bombers shuttled across the Channel in daylight yesterday to pound military objectives in France and to run the March box score to four heavy-bomber missions in five days. The Marauders were out late, losing one plane.

Eighth Air Force Fortresses were grounded after their historic day's work 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."

Bon, Cologne Hit; Nazis Say

In official broadcasts German radio said that Bonn and Cologne had been among the targets for the B17s, which struck early in the morning, towering masses of clouds which made formation flying almost impossible.

Fourteen bombers were 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 23.

Nine of the bombers, few enemy fighters which got off the trap-door and through the clouds were destroyed by Mustangs, Thunderbolts and Lightnings. Six more enemy planes which crashed intact through a cordon of fighters were destroyed by "counter

fire" by the Mustangs which circled over Berlin and even flew a little to the north in search of opposition, if it was the longest haul yet—1,160 miles.

First reports of 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 at the end of the successive day that U.S. bombers had tried to get through to the capital, and said that a small number reached the built-up area.

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 target and then going on to Leipzig while the heavy bombers were hitting targets in the northwest.

As the bombers formations pushed into the Reich, they found cold conditions and 55-below-zero cold. One formation, led by Lt. Col. Harry G. Mansford, of San Jose, Cal., pushed straight through until a few gaps in the clouds showed they were nearing Berlin. The clouds closed in again, and they bombed with the secret techniques.

It was the first time Berlin had been hit in daylight since the RAF interrupted Goering's anniversary speech in January, 1943, with Mosquito forays.

As the bombers came home, Air Chief Marshal Sir Arthur Harris, RAF bomber chief, sent congratulations to Maj. Gen. James Doolittle, Eighth Air Force commander.

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

(Continued on page 2)

Raids - - -

(Continued from page 1)

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

While the heaviest 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 started the sirens in Berlin and blazed against targets in western Germany, all without loss.

Meanwhile, a detailed study of reconnaissance photos confirmed earlier reports that production of Messerschmitt 110 fighters at the Gotha plant in central Germany had been knocked out as a result of the Feb. 24 attack by Eighth AAF Liberators.

A total of 23 shops and plants in the Gothaer Waggonfabrik company's site were destroyed or almost completely ruined by direct bomb hits. Fourteen other buildings were more than one-third-damaged, 12 more "severely damaged" and eight hit in some fashion. Fires which apparently swept through some buildings which had escaped direct hits contributed to the destruction, the photos showed.

Mission #7, 8

Mission #8

MARCH 20, 1944

FRANKFURT, GERMANY.

HAD MODERATE FLAK GOING IN, TURNED BACK 20 MIN FROM TARGET DUE TO WEATHER. HAD SOLID OVERCAST, HAD INTENSE FLAK AT COAST LOST THREE SHIPS. SAW NO ENEMY FIGHTERS. WEATHER WAS WARM TODAY - 25° AT ALTITUDE. TIME IN AIR 7 HOURS.

No. 8

U.S. Heavies Strike Close To Frankfurt

B26s, Fighter-Bombers Hit Airfields, Rail Targets in France

Eighth and Ninth Air Force bombers and fighters pounded Nazi targets from the Pas de Calais to western Germany in daylight yesterday.

Fortresses and Liberators slugged their way through bad weather and icing conditions to bomb targets in the Frankfurt area of western Germany, with virtually no opposition from enemy fighters. Eighth and Ninth Air Force fighters escorted the heavies and destroyed four of the few enemy planes which came up to meet them.

Six bombers and eight fighters were reported missing.

Marauder medium bombers meanwhile kept up their pounding of military objectives in the Pas de Calais area, and also struck at the Creil railway center just north of Paris, losing two planes.

Ninth Air Force Thunderbolt fighter-bombers hit three of the airfields in northern France—Abbeville, Poix and Conches—all without loss.

Shortly after 9 o'clock last night, Frankfurt radio broadcast a warning that bombers were entering German skies.

Second in 12 Hours

As the escorting Forts and Libs roared out in the early morning light, some units were taking the air for the second time in little more than 12 hours. Late Sunday, Fortress and Marauder formations slipped across the Channel to make precision attacks on Pas de Calais military objectives which may have been rocket gun emplacements. One B17 and one B26 were reported missing.

Other Sunday operations included attacks by Eighth and Ninth Air Force Thunderbolt fighter-bombers on Nazi airfields in the occupied countries and Eighth Air Force Mustang sweeps over the Continent.

Frankfurt Through Clouds

The Forts and Libs, in what officially was described as "medium" strength, bombed through solid clouds in the Frankfurt area attack and at other targets in western Germany. Several formations flew on instruments the entire time they were over the target.

It was the fourth attack in six days on the Reich itself for the heavies whose blows have been augmented by Fortress and Liberator attacks from Italian bases. On Sunday the strongest force of B17s and B24s ever seen in the Mediterranean theater hit Graz and Klagenfurt, in southern Austria, and Knin and Metrovik, in Yugoslavia.

"It was instrument weather today," said 1/Lt. Thomas J. MacMorem, of

(Continued on page 4)

No. 1

Raids - - 8 -

(Continued from page 1)

Houston, Tex., lead bombardier of one Fortress formation. "Our group saw no enemy fighters but the flak was pretty rough. The weather broke just off the target, but not enough to make a visual run. However, we could see our check point and I believe we hit it."

Major Arthur R. Briggs of San Antonio, Tex., who led his group's attack in the ship piloted by 1/Lt. John A. Silvernail, of Curry, Minn., reported that the cloud cover was "about five-tenths over France." He said "I covered over completely when they crossed into Germany and they bombed on instruments. It was heavy, cold fog above a cloud layer," Briggs said, "with contrails building up thick. We dropped our bombs while going through the flak."

Many Fortress crews praised their "perfect fighter escort" and said the P47s stayed with them all the way to the target. Some crews reported seeing no enemy fighters at all.

Berlin radio last night reported that yesterday's attacks also were directed against towns in southwestern Germany, and, as in recent raids, blamed bad weather for the failure of the Luftwaffe to stop the bombers.

The Marauders, totalling some 230 planes, split their forces between Creil, within sight of the Eiffel Tower in Paris, and the rocket coast targets. Locomotive repair sheds and closely-packed freight cars on sidings were shattered by their bombs. B26 crews reported after the Creil attack, "The bombers going to the Pas de Calais came home to report direct hits despite intense flak which 'looked like a black snowstorm,' according to S/Sgt. W. R. Mitchell, of Portland, Ore., gunner on the P-6-a-pis.

Mission #7

MARCH 13, 1944

ST. POL, FRANCE

No. 7

Forts Again Hit 'Rocket Coast'

Temporarily slackening off from last week's series of major attacks deep into Germany, a small force of Fortresses, escorted by Thunderbolts, yesterday attacked the Pas de Calais area without opposition from enemy aircraft.

Two bombers failed to return from the operation, the tenth by Eighth Air Force heavies in the first 13 days of March.

It was estimated last night that American and British bombers and fighter-bombers of every type have flown about 15,000 sorties in the last three months against this so-called rocket coast of France. Undoubtedly the area is now the most-bombed strip of land in the world.

The two Fortresses which failed to return yesterday were apparently victims of flak or mechanical failure.

WENT AFTER ROCKET INSULATION
HAD TEN/TENTHS AND NO V.F.F. SO
WE DIDN'T DROP OUR BOMBS, WAS
OVER TARGET AND BACK BEFORE I
KNEW WE WERE IN FRANCE. PROBABLY
NO CHAFF. HAD MODERATE FLAK AT
COAST. TIME IN AIR 4 HOURS

Day Raids Follow Greatest Bomb Blow

No. 10

MISSION #9

MARCH 23, 1944

MUNSTER, GERMANY.

THIS IS MY SECOND TRIP TO THIS CITY. HAD LIGHT FLAK GOING IN, WAS AHEAD OF SCHEDULE SO WE FLEW ALL OVER GERMANY TO LOSE TIME, THEN WENT AFTER TARGET. REALLY DID A GOOD JOB OF BOMBING. HAD INTENSE FLAK OVER TARGET AND USED CHAFF FOR OUR FIRST TIME, DON'T THINK IT DID MUCH GOOD. LOST ONE SHIP IN OUR GROUP. FLEW AT 23,500 FT. AND TEMP - 32 TAKE OFF WAS AT 0700 HRS, AND LANDING AT 1230 HRS.

USAAF, RAF
Pound Reich

American Blows Follow

U.S. Blasts Reich; RAF Rains 3,300 Tons on Frankfurt

American Fighters Destroy 20 Nazi Planes
As Luftwaffe Challenges Assaults on
Multiple Targets; 27 Bombers Lost

Fortresses and Liberators ranged across western and central Germany yesterday, pounding industrial plants, railway junctions and airfields in the wake of the RAF's greatest bombing assault of the war—a 3,300-ton blow at Frankfurt Wednesday night.

As the American heavies and their fighter escorts picked out their targets in good weather, the Luftwaffe showed signs of coming up to fight again, and some U.S. formations fought off short but bitter assaults by as many as 50 enemy planes.

The daylight offensive—supplemented by morning and afternoon Marauder raids in the occupied countries—carried the USSTAF to 18

missions this month, equal to the record score of February. It also was the 13th attack of the month on the Reich itself.

Twenty-seven bombers and six fighters were reported missing from a force which included between 400 and 500 bombers and something less than 1,000 P-47s, P-51s and P-38s of the Eighth and Ninth Air Forces. Twenty enemy planes were destroyed by the fighters; bomber claims had not been compiled last night.

Several Targets Hit

Railroad yards at Hamm, a war factory at Munster and Luftwaffe bases at Achmer and Handorf were bombed in good visibility, and crews reported direct hits. Industrial targets at the Messerschmitt production center of Brunsbuettel were attacked through clouds, the eighth assault since Jan. 1 on that area.

While the U.S. formations were going to Germany for their sixth successive day of attack, fires were reported still burning in Berlin, object of Wednesday's USSTAF blow, and Stockholm reported that communications with the Nazi capital had been cut for more than 24 hours. Travelers arriving in Sweden by plane from Berlin reported that Wednesday's attack on the

"Mission #9 and #10"

Mr. Schatz's comments on #10 appear below with the
Stars and Stripes clipping on #9

MISSION #10

MARCH 24, 1944

NANCY, FRANCE.

WENT AFTER AN AIRFIELD, BUT OUR ELEMENT DID A LOUSY JOB OF BOMBING. ON WAY BACK SAW A GROUP HIT ANOTHER FIELD AND REALLY PLASTER IT. HAD MODERATE FLAK GOING IN AND OUT. HAD INTENSE FLAK HALF WAY TO TARGET. HAD BATTED DAMAGE TO PLANE. FLEW VERY LOW TODAY, 14,000 FT. TOOK OFF AT 0730 AND LANDED AT 1330 HRS.

No. 9

Forts, Libs. Hit France, Reich Again

Schweinfurt and Frankfurt Pusted; Luftwaffe Stays Down; 3 Bombers Lost

With the Luftwaffe's fighter defenses conspicuous by their absence, Flying Fortresses bombed industries at Schweinfurt and Frankfurt in Germany yesterday, while Liberators attacked important enemy fighter fields at Nancy and St. Dizier, France.

The two-pronged attack was the 37th major operation this month, thus smashing the previous record of 15 in February. An estimated 200 to 250 forts and many Libs took part in the assault. Heavy groups of P-51s, P-47s and P-51s accompanied them. Three bombers and five fighters failed to return, headquarters announced.

Carrying the ever-growing serial bombardment of Germany into its third anniversary day, USSTAF operations followed the RAF's night attack on Lille and Lyons both important railway junctions in France.

Enemy Radie Kept Busy

For more than 48 hours Germany and the occupied countries have been subjected to intense radio bombing from Allied stations and the German radio, with its new system of broadcasting step-by-step warnings of the progress of approaching enemy aircraft, had few programs that were interrupted by the grim "Achim" process of the announcements. Apparently the round-the-clock bombing was being continued by the RAF last night, for a new warning was broadcast at 112 and German radios began to play again.

Extremely thick cloud was reported by Fortress crews, but Liberators men said they bombed visually and got excellent bomb patterns on the airfields. They all report in from both bomber and fighter sections. It is obvious that nowhere did the Luftwaffe put up any fighter resistance. Only three enemy aircraft were claimed destroyed, two of these on the ground, and Capt. Roy W. Stumpf, commanded by Lt. Col. James J. Wood of Westwood, N.J., whose plane went on a "blunder expedition" for trouble after they left the bombers.

Two reasons were apparent for the Luftwaffe's failure to defend the American bombers. First, the Fortresses had run into cloudy weather over Germany, making definitive fighter operations difficult, and second, the Liberators were operating over French territory, which Goering seems to have decided not to defend vigorously until the right time comes.

The Fortress targets at Schweinfurt and Frankfurt were two of the most heavily damaged in Germany's greater bombing. The great transportation center of Frankfurt had been deluged only Wednesday night, by 3,300 tons in an RAF night attack. At Schweinfurt, in addition to the aircraft-building plants, which once produced half of Germany's war needs, are several other important war industries.

The heavies dropped an estimated 1,000 tons on their targets yesterday, bringing the total for the two days to about 7,000 tons. In the first day and night, bombs had plummets on German targets at the rate of perhaps four tons a minute. Brig. Gen. Edward Timmerlake, of St. Petersburg, Fla., and Brig. Gen. Leon Johnson of Miami, Kan., headed a Lib wing. Timmerlake said the bombing at his target was "a beautiful job."

MARCH 19, 1944

WENT OUT ON AN AIR SEA RESCUE. THE BRITISH WENT OUT THAT NIGHT AND LOST QUITE A FEW SHIPS. WAS GIVEN A LARGE SECTION OF THE NORTH SEA TO SEARCH. SAW NO PERSONAL OR DEBRAY. SEARCHED THE AREA FOR SEVEN HOURS, THEN RETURNED TO BASE.

APRIL 22, 1944

THE BASE.

THE GROUP WENT TO HAMM, GERMANY. THEY RETURNED TO THE BASE AT 2230 HOURS. BY THE TIME THEY WERE READY TO LAND, IT WAS DARK, AND THE JERREYS FOLLOWED THE BOYS BACK. WE LOST ONE SHIP TO FIGHTERS AND ONE SHIP AND CREW TO ENGLISH FLAK. FIVE OF OUR SHIPS PILED UP INTO EACH OTHER TRYING TO LAND ON THE SHORT RUNWAY. FORTUNATELY NONE OF THE SHIPS CAUGHT ON FIRE AND NO ONE HURT. ONE PLANE COMING IN TO LAND WAS STRAFED AND CAUGHT ON FIRE. FIVE BOYS BALED OUT AND AFTER LANDING THE REST JUMPED OUT BEFORE THE SHIP EXPLODED. THIS WAS REALLY A LOSS FOR NO EXCUSE AT ALL.

Mission # 11

MISSION # 11
APRIL 7, 1944
BRUNSWICK, GERMANY

THIS WAS MY DEEPEST PENETRATION INTO GERMANY SO FAR. HAD NO FLAK AT COAST, BUT INTENSE FLAK HALF WAY AND AT THE TARGET. THE TARGET WAS HIT BY GROUP IN FRONT OF US. WE HIT MANY BUILDING AND SET OFF MANY LARGE FIRES. ON WAY OUT, AT ZYDEER SEA, F.W. 190 MADE ONE PASS AT A STRAGGLER AND SHOT THEM DOWN. SAW SIX CHUTES OPEN, AND WHEN SHIP EXPLODED, SAW TWO MORE OPEN. THEN ANOTHER CHUTE WAS ON FIRE

U.S. Heavies Hit Plane Plants In Poland, Prussia, North Reich

(Continued from page 1)

blows have slowed German plane production and caused its lighter output particularly to drop sharply.

As in the Saturday assault on Brunswick, which alone cost the USAAF 30 of the 34 big bombers lost during the day, there apparently were big air battles over some parts of Germany. German radio said "enemy formations coming from the north and from the Baltic" were engaged in violent battles over Kiel Bay by strong German air-defense units. Air battles also took place over Mecklenburg and Pomerania, where anti-aircraft guns took part in the defense."

Marienburg was pounded once before by the USAAF—on Oct. 9, 1943—in what Gen. Arnold called "the greatest example of daylight precision bombing."

The entire assembly and components plants were virtually devastated, and only a couple of sheds remained standing, but the Germans, proving again their recuperative powers, doggedly went to work of rebuilding. Allied recon planes watched the progress, until the time for resumption of production approached. Then yesterday's assault was arranged.

The first bombing of Marienburg occurred on a day when Goering was to visit the plant and present an efficiency award, after which the workers were to put on an air raid drill. When the sirens sounded, they believed it was the demonstration and were proceeding in practice style when the American planes came over and dropped their explosives.

The Marienburg and Posen trips were among the longest yet made by the Eighth Air Force, but were not record missions. The raids on Danzig and Gdynia on Oct. 10 both involved round trips of about 1,600 miles.

The tactics in the widespread raids yesterday spread Germany's fighter defenses thin across a tremendous area, and first returning fighters said that resistance in the air was feeble and sporadic, with the Luftwaffe apparently not too eager to mix with the Americans.

According to first reports, the fighters did not accompany the bombers all the way to Poland.

Photographs taken during and following the Saturday attack show considerable damage to the Wilhemitor and Neupetritor Me110 fighter components factories at Brunswick and to the nearby Wilkewerke engineering works, headquarters said last night.

There also was damage to a nearby motor transport industry, several unidentified factories and the main railroad marshalling yards.

All the most important buildings were hit but the Wilkewerke plant, which makes boilers, structural steel and equipment for the chemical industry.

At the Handorf, Achmer, Oldenburg, Quackenbruck and Rheine airfields, attacked Saturday by B17 Flying Fortresses, damage varied from severe to moderate. Several aircraft on the ground were destroyed or damaged at each of the airfields attacked.

In the Saturday raids, the bomber force which hit Brunswick's airplane factories wore the brunt of the Luftwaffe's defenses and suffered the heaviest losses—30 bombers. In the furious air battles that raged above the city, U.S. fighters—P47s, P47s and P51s—shot down 81 enemy aircraft. One fighter pilot said he had never seen the enemy attack with such numbers or determination.

Bombers striking the airfields on Saturday, however, met no fighter opposition, although flak was intense at some places.

AND THE LAST CHUTE WAS RIPPER, TAKE OFF WAS AT 0740 HRS, AND WE LANDED AT 1438 HRS.

Great Blows At Germans' Air Defenses

Multiple Assaults Follow Heavy Attack Saturday On Battered Brunswick

Flying Fortresses and Liberators roared over the length and breadth of Germany and even into Poland and East Prussia over the weekend in the announced campaign to break the back of the German air force before the invasion.

In some of the longest missions of the war, powerful formations smashed their way across German territory yesterday to bombard four important aircraft factories in clear weather that permitted visual bombing. Twenty-four hours earlier other formations had pounded the aircraft plants at Brunswick and five important airfields and depots in northern Germany.

All of the targets yesterday were Focke-Wulf plants. While one task force made a round trip of at least 1,750 miles to give the factories at Marienburg, East Prussia, their second heavy blow of the war, three others struck at Posen, in Poland; Warnemunde, on Germany's Baltic coast, and Tutow, also near the northern extremity of Germany.

In addition to some of the biggest fighter factories in eastern Europe, Posen has great freight yards serving troops on the Russian front.

At Posen, 150 miles east of Berlin, and 760 airline miles from London, are plants making fuselages, tailplanes, rudders and other parts. At Warnemunde, 350 miles away, are fuselage plants and factories making the Arado seaplane. At Tutow are still other FW plants and a huge airfield.

Both days' operations involved somewhere in the neighborhood of 700 bombers and 1,000 escorting fighter planes. Thirty-four heavy bombers and 25 fighters were lost Saturday. Losses yesterday had not been announced late night.

11 Down in Sweden

Eleven American bombers made forced landings yesterday in Sweden, Stockholm reports said last night. Swedish reports said that six came down at Malmoe, three at Rinkeby, one at Kalmar and one in the sea off Ystad. Swedish naval craft went to the rescue of the crew forced down off Ystad, but it is not known whether the airmen were saved. The crews of the other ten planes were reported uninjured.

The heavies' operations, supplemented by blows of Marauder medium bombers against airfields and the Hasselt railway center in Belgium, were part of the offensive designed to give the Allies complete air supremacy before the ground troops land on the continent.

Gen. Henry H. Arnold, USAAF chief, said in Washington that the Allies "are well along on their program of destruction of the German air force that will precede the movement into Germany with ground troops."

The USAAF, he said, is just reaching top strength, and he added that "with good weather we ought to be able to determine the full striking power of these forces."

He reiterated that the Allied heavy

(Continued on page 2)

Mission # 12

Pre-Invasion Air Blows Pass 96 Hours

No. 12
MISSION # 12

APRIL 11, 1944

BERNBURG, GERMANY

HAD PLENTY OF FLAK TODAY. HAD LIGHT FLAK AT COAST GOING IN, BUT INTENSE FLAK HALF WAY IN, WINE 1P, AND AT TARGET. HAD GOOD HITS ON TARGET BUT SIX BOMBS FAILED TO RELEASE, SMITTY THEN WENT INTO BOMB BAY AND KICKED THEM OUT. CREW SAW TWO, 24'S GO DOWN, HAD MANY HOLES IN SHIP, HAD ONE LARGE

'Softening Up' HOLE IN ELEVATORS ON MY SIDE. ONE PIECE OF FLAK HIT THE WINDOW NEXT TO L.V.'S HEAD. TAKE OFF WAS AT 0715 HRS, LANDING AT 1900 HRS

(Continued from page 1)
hammer blow at the battered Nazi aircraft industry. Others reported only feeble opposition at other targets.

German radio stations, whose raid-warning system was busy most of the day—except when the stations were closed down as raiders appeared overhead—reported fierce engagements all across Germany, particularly in the Hanover-Braunschweig area. Other air battles were taking place in northern Germany, the Taingau, and, a German News Agency report described a running action between U.S. planes and Nazi interceptors along the Baltic coast.

Some objectives were hit in clear weather, but other heavy bomber formations reported clouds over Germany.

Returning crewmen reported heavy enemy fighter opposition but praised their own fighter escort.

"The fighters made vicious attacks on some of the planes, but we got through OK," said 2 Lt. William Etheredge, of Chicago, a Liberator navigator.

Saturday, Fortresses splintered bombs across Nazi airbases at Handorf, Achmer, Oldenburg and Quakenbrück, all in northwestern Germany, while Liberators hit the Messerschmitt 110 plants at Brunswick and railway junctions in the area. That day the USSTAF lost 34 bombers and 24 fighters, while the bombing armada destroyed 66 enemy craft and the fighters 88.

Sunday, unscorched Fortress formations flew across the Baltic to Marienberg, Gdynia and Posen, fought through intense opposition and flak. Liberators hit Tutow and Warnemünde plants manufacturing Focke-Wulf fighters and pursuit formations strafed Nazi planes on the ground. The day's score was 31 bombers and eight fighters lost, 43 enemy planes shot down by the bombers and 20 by the fighters.

Monday, airfields and plane-assembly depots in Belgium and France took a pounding as the Fortresses went in modest strength to the Junkers engine-repair station at Vilvorde, the Heinkel and Messerschmitt repair works at Evere and the airfield at Melabroek. Liberators hit the factory turning out Luftwaffe transport planes at Bourges and Orleans and targets in the Pas de Calais. Fighters swept against ground installations. The day's losses were three bombers and four fighters with seven enemy planes destroyed by the bombers and eight in air combat by the fighters.

Streams of U.S. Ships Paste France, Reich; 4,000-Ton RAF Raid

Forts, Libs, B26s Hit Widespread Targets; You'll Soon Fly Dawn-to-Dusk in the Invasion, Eisenhower Tells Pilots

American bombers and fighters struck their heaviest pre-invasion blows yesterday as they smashed Nazi targets the width of Europe—from France to the Baltic Sea—in the wake of a 4,000-ton night assault by the RAF.

An air fleet of nearly 2,000 U.S. warplanes thundered out from Britain just after dawn and despatched task forces through bitter opposition to half a dozen points spread across Germany. Hundreds more medium bombers and their escorts lashed at objectives in France and Belgium.

In their fourth straight day of attack and their seventh this month, USSTAF Fortresses and Liberators hit early at Oschersleben and Bernberg, in central Germany, according to an official announcement, and Nazi radio broadcasts

said other formations were attacking objectives along the Baltic.

With aircraft over the Channel and North Sea almost continuously from dawn to dark, the newest Allied air offensive passed 96 hours of sustained attack obviously designed to smash the enemy forces in the air and immobilize them on the ground.

As the air fleet went out, Gen. Eisenhower told a group of American pilots they soon would be flying from dawn to dusk in a great land-sea-air invasion of Western Europe which would crush the Germans and crush them utterly.

During that period, he said, he would demand of pilots everything they had. He would drive them so hard, he added, that they would forego proper sleep and food for weeks—but they would knock out the Nazis, he declared emphatically.

While for four consecutive days American bombers and fighters have been blasting away at the Luftwaffe's power in the air and on the ground, the RAF has been striking at the transport centers which funnel traffic to the German invasion-defense ports, and on Monday night the Lancasters and Halifaxs struck the heaviest blow of the war with approximately 4,000 tons of bombs on five railway junctions in France and Belgium.

Nine hundred bombers formed the RAF force including Mosquitos which went to Hannover and the Ruhr. Twenty-two aircraft were reported missing over targets which included Ghent, Terneuzen, Tours, Aulnoye and Laon. Mines also were laid in enemy waters.

The RAF forces were scarcely home from their widespread raids, which heaped fire and ruin on rail centers already under attack for a month by U.S. Marauders when they were shattered again by the efforts of P51s, P47s and P48s. Formation after formation went up from British bases and joined the great stream of warplanes heading for the Reich. As they slanted off to the east, Marauder bombers and Ninth Air Force Thunderbolts raced across the North Sea to follow up the RAF assault with blows at the railway center of Charleroi. Other B26 forces hit the Nazi airfield at Chievres, in Belgium, and military installations in northern France.

One Marauder was reported missing, but there was no official announcement up to late last night on the day's losses for the heavies and their escorts.

German radio last night claimed that more than 100 American aircraft were destroyed during the day. Unofficial indications last night were that U.S. losses, while high, would be approximately half the Nazi claims.

Of the bombers which failed to return, at least seven were reported to have made forced landings in France, and four crews members parachuted from another plane, Stockholm dispatches said.

Some heavy-bomber groups came home with reports of bitter air battles as they pushed into the Reich for another sledge-

(Continued on page 4)

Oak Leaf Cluster Citation

R E S T R I C T E D

OLC for five missions

HEADQUARTERS EIGHTH AIR FORCE
Office of the Commanding General
APO 634

GENERAL ORDERS)
NUMBER 271)

E X T R A C T

13 April 1944

Under the provisions of Army Regulations 600-45, 22 September 1943, and pursuant to authority contained in Restricted TT Message No 2139, Hq USSAFE, 11 January 1944, an OAK LEAF CLUSTER is awarded to the following named Enlisted Man in addition to the Air Medal previously awarded.

Citation: For exceptionally meritorious achievement, while participating in five separate bomber combat missions over enemy occupied Continental Europe. The courage, coolness and skill displayed by this Enlisted Man upon these occasions reflect great credit upon himself and the Armed Forces of the United States.

* * *
SOL J. SCHATZ, 36040886, S/Sgt, 448th Bombardment Group (H),
Army Air Forces, United States Army. Home address: 1904 ~~H~~ Hamlin
Ave., Chicago, Ill. (1st Oak Leaf Cluster)

* * *
By command of Lieutenant General DOOLITTLE:

JOHN A. SAMPFORD,
Brigadier General, USA,
Chief of Staff.

OFFICIAL:

/s/ Edward E. Toro,
EDWARD E. TORO,
Colonel, AGD,
Adjutant General.

A TRUE EXTRACT COPY:

DANIEL M. SIMMORS,
Major, Air Corps,
Adjutant.

R E S T R I C T E D

Mission #13 and # 14 "Shortest and Easiest Mission"

8,500 Tons Rained on Nazis in 30 Hours

MISSION # 14
APRIL 19, 1944
WATTEN, FRANCE

THIS WAS MY SHORTEST AND EASIEST MISSION. WENT AFTER SECRET ROCKET INSTALLATION IN SIX SHIP ELEMENTS. BOMBED ON G.A. AND DID SOME GOOD BOMBING. TIME IN AIR FOUR HOURS. A REAL MICK RUN,

Luftwaffe's Fields, Invasion Defenses Rent by U.S. Fleets

Day Thrusts Into W. Germany Mark Third Giant Raid in 2 Days, Follow RAF's 4,400-Ton Blow at Rail Targets

Thundering across Germany in the third tremendous assault at German invasion defenses within 30 hours, American Liberators and Fortress delivered smashing blows yesterday at fighter factories and airplane park fields in western Germany. Between 750 and 1,000 bombers took part escorted all the way by an equally large number of P38s, P47s and P51s.

The giant armadas roared over the English coast only a few hours after the greatest force of RAF bombers ever dispatched against occupied Europe, numbering more than 1,000, had hurled a load of 4,400 tons of bombs on railway targets in France.

Within 30 hours, it was estimated that the Allied air forces had sent 6,000 planes—mediums, light bombers and fighter bombers, as well as the heavies and fighters—to dump some 8,500 tons of high explosive and incendiaries on aircraft installations and railway centers vital to the German defense of hundreds of miles of coastline.

It was 18 hours of the most intensive aerial warfare yet known in the war against the enemy, with the RAF smashing key railway junctions and rail lines to the coast by night and the USAAF sapping the Luftwaffe's strength by day.

And so light was the opposition encountered that it appeared evident that the Germans were holding their fighter strength for the day of the landings.

Losses Extremely Low

Losses in all the operations were remarkably light. The RAF, sending its biggest-ever force, lost only 14 bombers, less than 1.4 per cent. The U.S. raids on Germany cost only five bombers and two fighters. In the previous day's operations, over Berlin and surrounding areas, the USAAF lost 19 bombers and six fighters, headquarters announced yesterday.

While the biggest formations of the day hit targets in Germany, other forces ranged far in northern France, hammering at the defenses behind the so-called "invasion coast."

A separate force of Liberators struck the Pas de Calais area at a cost of only one bomber, and Marauders of the Ninth struck other targets, along with Bostons, Mitchells and Typhoons of the RAF.

Meanwhile, the Ninth Air Force received officially for the first time that a U.S. long-haul bomber—the A20 Havoc—now is operating against the Germans from bases here, supplementing the work of the growing Marauder forces.

The bombers met almost no fighter opposition over Germany, and American fighter pilots had to scour the skies to find enemy planes to fight. In all, the escorting fighters knocked down 16 and the bombers five.

Anti-aircraft, too, was on a reduced scale at most targets, returning crews said, though the Libs encountered intense flak over the Pas de Calais.

The Forts and Libs made round trips of 350 to 350 miles to strike their targets—fighter aircraft factories in the vicinity of Kassel; aircraft parks at Eschwege, Paderborn, Guerloch, Lippstadt and Werl, all in the vicinity of Hamm and Kassel. Hangars and barracks were covered with bombs, strike photos showed.

Targets attacked at Eschwege, Paderborn, Guerloch, Lippstadt and Werl were "shoe fields used as parking places for planes ready for combat."

Crews back from Lippstadt said flak was light. Only one group reported encountering enemy fighters, and these did not press the attack.

The weather was overcast en route to the targets, but it cleared at Lippstadt, permitting visual bombing. Pilots said the field was covered with hits.

Crews attacking Werl also bombed

(Continued on page 4)

8,500 Tons Hit Nazis in 30 Hrs.

U.S. Day Blows Follow 4,400-Ton RAF Raid on French Rail Targets

(Continued from page 1)

visually, obtaining what was described as "good results." The field and buildings, including the main hanger, were hit. Flak was light and not a German fighter was seen in the air.

At Eschwege, airmen said no German planes challenged them but that flak was fairly heavy over the targets and also over the enemy coast. Crews reported they saw only one enemy plane in the air—a twin-engined craft which sped between two Fortress formations without firing a shot.

Yesterday's operations followed a night in which the RAF Bomber Command sent out more than 1,000 aircraft, most of which attacked the French rail targets at Noisy-le-Sec and Juvisy, on the outskirts of Paris, and at Rouen and Tergnier.

Vichy Radio reported that one Paris suburb was being completely evacuated following the attack, which it called "one of the most violent the French capital has ever experienced."

"We had about one long night mare," said Philippe Henriet, Vichy propaganda minister, who reported that large fires were still raging yesterday, with delayed-action bombs exploding continuously.

Four hundred dead have been identified thus far, Paris Radio said, adding that 500 persons had been seriously injured.

In addition to hitting railway targets, the RAF carried on a large minelaying program and Mosquitos attacked Berlin and objectives in western Germany.

Pilots who attacked the railroad yards and workshops outside Paris reported clear skies, with little cloud and targets accurately identified. "So accurate was the attack that the bombs were putting some of the markers out," a Lancaster pilot related.

Mission # 15

No. 14

Nazi Atlantic Wall Gets Heaviest Blitz

MISSION # 15
APRIL 29, 1944

BONNIERES, FRANCE.

WENT AFTER ROCKET INSTALLATION,
AGAIIU. THIS TIME WE FLEW IN THREE
SHIP ELEMENTS, DIDN'T DROP OUR BOMBS,
AS OUR LEAD SHIP WAS SHOT DOWN DURING
BOMB RUN, NOT MUCH FLAK BUT VERY
ACCURATE. FLEW IN TAIL TURRET FOR
FIRST AND ONLY TIME.
TIME IN AIR 5 HRS AND 40 MIN.

2,000 Allied Planes Pound France from Calais to Cherbourg

Invasion Command Darkens Skies With
Forts, Libs, B26s, Fighter-Bombers,
In Afternoon Offensive

Adolf Hitler's Atlantic Wall took its heaviest pounding of the war yesterday as the Allied invasion command sent more than 2,000 U.S. and Allied fighters and bombers across the English Channel in an afternoon blitz of unprecedented strength.

Military installations from the Pas de Calais to Cherbourg were hammered by task forces of Liberators and Fortresses and P38 and P51 fighter-bombers which branched off from a main fleet of some 750 aircraft, escorted by between 500 and 750 U.S. fighters. Other fighters were ranging off across France, seeking the Luftwaffe.

Marauder medium bombers, covered by RAF and Allied Spitfires, and other light forces, joined the attack and for hours through the late afternoon and early evening the roar of aerial warfare continued above the water gap separating the invasion forces from Hitler's Atlantic Wall.

Most of the assault groups reported negligible opposition, although early reports showed some encounters with enemy fighters. Flak, usually fierce over the Nazis' defense installations, ranged from weak to briefly猛烈.

Some formations encountered no opposition at all. "I didn't see a burst of fire or an enemy fighter," reported 1 Lt. Thomas D. Wynne, of Fordice, Ark., bombardier in Daly's Mal, which led a B17 task unit. "Weather was good, with a little ground haze, but I saw our bombs go into the target area."

It was the first time since Jan. 24 that raiding forces had gone to the Pas de Calais and adjacent areas, and it seemed likely that the blows were a further build-up of the air prelude to Allied invasion.

The coastal blitz got under way after a quiet morning when the Allied invasion command sent out a force of Ninth Air Force Marauders to targets in northern France and those of the coast. The B26s came back without loss as the heavier, the fighter-bombers and the swarms of fighters were setting out. Before darkness, the Marauders were out again, helping to heap high explosives on some of the strong points guarding the West Wall.

In their second foray of the day the B26s hit the Pas de Calais again, 24 and 25 at Pointe near Abbeville, while A20 Havocs also hit coastal-zone objectives. Ninth Air Force Thunderbolts bombed enemy railway yards in northern France with good results, pilots reported.

Some formations met enemy fighters and 1 Lt. Carl J. Strojek, Joliet, Ill., Mustang pilot, from Dallas, Tex., and brought from him a birthday rhyme after his plane had sent an enemy fighter to the ground:

"It's Hitler's birthday, and it's also mine;
I celebrated with a 109."
The attack was another tactical switch of the sort which has stretched German air defense through the winter.

(Continued on page 4)

Nazis' Atlantic Wall Is Given Heaviest Pre-Invasion Blitz

(Continued from page 1)

It followed two days in a row of solid heavy-bomber blows at targets within the Reich itself, which presumably would have drawn Luftwaffe defenses closer to Germany.

There was no announcement last evening of specific targets in the day's attack, but it was obvious that the planned relentless breaching by air bombardment of the enemy's Atlantic Wall defenses was being stepped up to pre-invasion intensity.

The assault kept up the northern end of the north-south air assault against the Reich to last night, which yesterday seemed to have struck a full following-midday night raids by RAF Halifaxes at Plovdiv, Bulgarian rail junction 80 miles east of Sofia, which is in tactical transport support to the Nazi armies in the eastern fronts.

The Italy-based bombers' offensive has

been going on since the first of the month, when an apparently co-ordinated plan to beat down the Luftwaffe and smash up intra-continent ground transport was put into effect from Britain and the Mediterranean. A Swiss report in Zurich yesterday said that one of the earliest of such raids, the Apr. 4 U.S. blow on Bucharest, capital of Rumania, destroyed 900 buildings and left 2,900 dead and 2,100 wounded.

In Washington, Secretary of War Henry L. Stimson added yet another estimate of damage done to the German aircraft industry by the Eighth and 15th Air Force attacks. After announcing that "our aerial invasion of Europe is continuing and is increasing in pressure and enemy resistance on the whole is decreasing," Stimson declared that the Nazis' fighter plane production had been cut 20 per cent since January.

Mission #16

April 24, 1944 No. 16

North-South Attacks Renewed

Heavies Hit In Rumania And Reich

Co-Ordinated Thrust One Of War's Biggest; Nazis Tell of Fierce Battles

A force of 3,000 American warplanes yesterday clamped tighter the aerial squeeze on Germany and Nazi-held Europe, striking from north and south in one of the heaviest coordinated attacks of the war.

Between 750 and 1,000 Eighth Air Force Fortresses and Liberators, escorted by the same number of fighters, slugged their way more than 500 miles to hit airfields near Munich and aircraft factories at Friedrichshafen.

From bases in Italy a force of 500 to 750 Forts and Liberators of the 15th Air Force, with as many fighters, thundered across the Balkans to hit Bucharest, capital of Rumania, targets at Ploesti and an aircraft plant at Belgrade in Yugoslavia.

As the huge force of heavies from the ETO punched through German defenses over the southwestern Reich, some of the fighters swooped down on German airfields and left scores of parked Nazi planes burning after strafing attacks.

One Mustang squadron, commanded by Capt. George A. Miller of Dallas, Tex., claimed 28 enemy aircraft destroyed, 27 of them on the ground, and 1/Lt. Edwin L. Heller, of Schenckville, Pa., set up some sort of a record by getting seven on the ground—four Me109s, two Ju88s and one Ju52 transport while Capt. John C. Mackay of Yonkers, N.Y., destroyed five on the ground.

Other fighter groups reported bitter air battles with Nazi interceptors, but a few units made the entire trip without serial combat.

Sixth Mission in 8 Days
Most of the American formations, which split into task forces as they skirted the Swiss borders, found clear weather to pinpoint their targets as they carried out their sixth operation in the last eight days. They were picking up the pre-invasion blitz where the Marauders, Havocs and long-range fighters left it late Sunday evening.

German radio stations described the progress of the bomber formations across Europe as they closed in from north and south, and claimed that "gigantic air battles" were being fought by the Luftwaffe as it sought to preserve some of its battered factories which, it was revealed Sunday, even now are unable to replace current losses.

One Fortress division came back from Friedrichshafen to report not a single attack by enemy fighters, although a few were seen in the distance. But a veteran B17 division ran into one of the toughest battles of its career with the Nazis hurling rocket-firing interceptors and single- and twin-engined planes into headlong flight at the bombers.

Liberators flew back to base after what one crewman called "a perfect mission," and reported attacks by only three fighters.

While there was no immediate

(Continued on page 4)

MISSION #16
APRIL 24, 1944
GABLINGEN, GERMANY.

WENT TO SOUTHERN GERMANY TODAY. HIT AN AIR FIELD AND DEPOT. PLUNKED OUT BOMB RIGHT ON THE TARGET, ONE LESS FIELD FOR THE RAT. NO FLAK ON ROUTE IN OR OUT, BUT MODERATE FLAK AT TARGET. SAW THE ALPS TODAY AND THEY ARE REALLY PRETTY. THE SKY WAS FILLED WITH "LIBS" AND FORTS", ALSO HAD A VERY GOOD FIGHTER ESCORT. ONE SHIP FROM OUR GROUP WENT TO SWITZERLAND. TIME IN AIR EIGHT HRS.

North-South Air Blows Resumed

U.S. Heavies Strike Targets In Reich, Rumania In Big Co-ordinated Thrust

(Continued from page 1)
announced of losses or claims, it seemed likely from unofficial reports that, including planes destroyed on the ground, the fighters had experienced one of their best days.

Nor was there any announcement of specific targets other than Friedrichshafen, but from Switzerland came reports that big fires could be seen burning across the Swiss-German border at Oberlinger, Meersburg, Markdorf and Amzell, all within a 20-mile radius of Friedrichshafen.

Other Swiss dispatches said that at least eight U.S. bombers had crash-landed on neutral territory. One message said that Swiss fighters had herded damaged American bombers to forced landings and internment.

The Forts and Libs went out to Europe early in the morning after the RAF had kept the offensive going with night blows on Berville, a German communications depot near Brussels, in Belgium; and Mannheim, in Germany, for the loss of six aircraft.

The Luftwaffe, for its part, showed it was still a fighting force to be reckoned with when it sent night bombers against southern and southwestern England, losing five planes in what may have been a reconnaissance force to check British port activity.

With yesterday's simultaneous heavy blows from Italy and Britain, the main weight of attack was getting back to inner Europe, following the two-a-day raids by Marauders and Havocs on Sunday, which kept up the hammering of the Atlantic Wall invasion defenses.

Rail Yards Blasted
After a morning foray against targets in northern France, the B26s and A20s were back to the offensive against railway targets, hitting the train-packed yards at Namur, in Belgium, in their tenth operation in six days.

Allied reconnaissance planes late Sunday afternoon had gone swooping over Belgium and came home just before dusk with the discovery of the jam-packed freight yards at Namur. Weary Marauder ground crews, having prepared nine hauls in six days, rushed a battle fleet of railcars to the scene to turn tail off to the junction point of the five rail lines from Brussels, Mons, Luxembourg, Cologne and Liege. When they turned away from Namur, without loss, the Ninth Air Force bomber men could see at least 14 fires, and one train apparently laden with ammunition had exploded with devastating effect over the whole area.

Mission #17

April 26, 1944

Heavies Hit Reich Unchallenged

MISSION #17
APRIL 26, 1944
PADERBORN, GERMANY

Col. MASON OUR NEW C.O. LED OUR GROUP FOR FIRST TIME. OUR TARGET FOR TODAY WAS AN AIR FIELD. HAD TEN/TENTHS FROM THE ZIDYER SEA TO THE TARGET AND BACK. DIDN'T DROP ANY BOMB AS WE HAD NO P.F.F. WITH US. HAD FLAK A FEW TIMES BUT THEY WERE NOT ACCURATE. TIME IN AIR SIX HRS.

Nazi Planes Seen by Only 1 Formation

No Losses in Brunswick Raid; Cross-Channel Blasting Continues

American bombers renewed the Battle of Central Germany yesterday, some 500 Fortresses and Liberators striking targets in the Brunswick area without loss, while between 500 and 750 fighters kept up the daylight sweeps aimed at destroying the Luftwaffe before invasion begins.

Over the same area in which American bomber and fighter formations have fought some of their most bitter battles and suffered their worst losses of the war, the formations yesterday flew with hardly a sight of the Luftwaffe—only one formation reported spotting any enemy aircraft—and every bomber of the force returned to base, although six of the escorting fighters were reported missing.

Marauders, Havocs and American fighters, together with Allied light and medium forces, meanwhile streamed out again from British bases to hammer targets in northern France, where scarcely a daylight hour has passed since Apr. 18 without the roar of bombs exploding against Hitler's Atlantic Wall.

Fighter bombers again joined the attack, hitting airfields in northern France and Belgium.

The daylight forces were carrying out their twelfth straight day of attack against the Luftwaffe and Germany's intra-continental transport system, which is essential for invasion defense. For the first time in a week, however, the night had given the Nazis a comparative respite. RAF heavy forces were grounded, and only Mosquitos, hitting Cologne, and the mine layers were out in darkness.

More Attacks From South

While Eighth and Ninth Air Force units, with the RAF, were hitting from France to central Germany, Nazi radio broadcasts told of more Allied bombing attacks from the south and described heavy air battles over northern Italy, where aircraft factories and railway junctions near Turin and Ferrara had been hit the preceding day.

The Nazi propaganda machine, however, was caught flat-footed in its radio accounts of the daylight raid yesterday to Brunswick. After the usual description of "unfavorable weather," the radio said that Nazi interceptors had engaged the U.S. bombers in "bitter battles."

Fortress and Liberator crews, carrying out one of their earliest missions, were back at base in time to hear some of the Nazi broadcasts about the "bitter fighting," which jibed oddly with reports from all but one formation that not a single enemy plane had been sighted from the coast of England to the heart of Germany and back again.

S/Sgt. Robert D. Smith, B17 gunner from Flint, Mich., summed it up: "All the Eighth Air Force seemed to be out there, but there wasn't one Jerry."

Crews reported solid cloud formations throughout the trip, and bombing was unobserved.

Report Other Targets

The Germans said that Osnabrück, an industrial town some 75 miles west of Brunswick, also was bombed, but there was no official USSTAF confirmation.

Allied planes also were reported by the Germans over Brandenburg, Schleswig-Holstein and northwest Germany. Specific targets in the Brunswick area were not announced, but Brunswick, in addition to being a railway center on one of the main lines from Belgium,

(Continued on page 4)

Missions #18 and 19

April 27-44 No. 18

Heaviest U.S. Air Blow On 16 Hours

MISSIONS #18 - #19

APRIL 27, 1944

WIZERNES, FRANCE.

WENT AFTER ROCKET INSTALLATIONS AGAIN
REALLY HIT THE TARGET. HAD EIGHT, ONE
THOUSAND POUND BOMBS FOR OUR FIRST.
HAD MODERATE FLAK OVER TARGET. TIME
IN AIR FOUR HOURS.

BLAINVILLE, FRANCE.

War's Heaviest U.S. Air Blow

(Continued from page 1)
raged from isolated to intense. There was no immediate announcement of losses, although unofficial preliminary reports indicated they were exceedingly light.

The Marauders' morning foray took them through bitter flak to more military installations scattered over a wide area behind the French coast, and they dumped some 350 tons of explosives for the loss of two B-26s.

The afternoon attack saw the B-26s aided by A-20 Havocs, and they added down another 400 tons, making 750 for the day, on targets ranging from the American air bases at Beauvais to the French railroads, ports, and depots of the Societe Nationale des Chemins de Fer du Nord. American gunners of the 1st Provisional Brigade reported one more regular day for the incoming Spiders found any enemy fighters, but one B-26 was lost to heavy flak.

The RAF's medium and light forces went out, as well as their Spfers, which had joined in supporting the American bombers during the day. B-25s, B-17s, A-20s, B-26s, and the fighters of the Sociedad Nacional de Aviacion de la Republica Argentina carried out attacks against railroads, marshaling yards, and airfields secured from and strafed ahead and to the sides of the bombers' paths.

Part of the Luftwaffe's failure to right the early bombers may have been due to the neutralizing strikes on their airfields as Eighth Air Force P-51 Lightnings, P-47 Thunderbolts, and P-51 Mustangs carried out attacks against targets in France, Belgium, and the Netherlands.

Part of the Luftwaffe's failure to right the early bombers may have been due to the neutralizing strikes on their airfields as Eighth Air Force P-51 Lightnings, P-47 Thunderbolts, and P-51 Mustangs carried out attacks against targets in France, Belgium, and the Netherlands.

One drawback to the nine-table bombing of installations in metropolitan northern France was reported by pilots who said that once there was no much dust and debris rising into the sky from French fields that it was impossible at some points to observe bomb hits.

The American air forces here frequently have staged two separate missions in the same day—a major force to one target, and earlier or later a small formation to another point, usually the Pas de Calais. Marauders and A-20s have gone on dozens of times on round-day missions, never however launching formations of more than 500 or 600 at a time—taking the air against the Luftwaffe in a single span of daylight.

The bombers and fighters were back to the assault with a record which showed that some 60,000 tons of high explosives and incendiaries have been dumped onto Nazi targets across the Continent in April by the British- and Italy-based Allied air fleets.

For the U.S. heavy bombers, yesterday's morning attack marked the 11th time this month they have gone out, and the Marauders, in their first raid of the day, were making their 14th attack in the

days which have seen the permanent area of northern France subject to the heaviest bombardment of any time in the recent history of bombing in the world.

For the RAF's part, partially decisive April 27 saw the Mosquito bombers make 16 missions, the Lancasters and Halifaxes ten, including five night attacks of more than 1,000-bomber strength each. As the rain of bombs on Germany and its satellites began to exceed adjectives and reach the stage where only figures of tone and mission could begin to give an idea of its weight, the Nazis obviously were coming close to desperation to find some way of explaining it in their press. Although they had been caught off base, they still had the advantage of being at home, while the Americans were flying there and back without losing a single bomber and almost without suffering a single enemy plane. They repeated assertions of interceptors victories over an RAF armada Wednesday night, yet only 29 RAF bombers were reported missing.

As the rain of bombs on Hitler's outer defenses crashed and blazed to a noisy peak of fury late yesterday afternoon, the German radio warning system flashed an alert that strong bomber formations were approaching the Luxembourg March, but it seemed probable that it was a nervous reference to the dark riders of the Eighth Air Force which actually were hitting targets near the border, just short of Luxembourg Germany itself.

Last in the morning, Paris radio noted "a new record, and less than half an hour later—at 9:17 PM—Bordpol radio at the extreme other end of Europe said that it, too, was going off the air for an indefinite period. The attack seemed likely to be reaching the stage where it was around-the-Continent as well as around-the-clock.

The RAF's 1,000-bomber raid, which started about in the half light of the raw moon, featured the Allied pattern of recent weeks—possible only with major strengths of fleets—stretching the Nazi defenses over as wide an area as possible and then pounding home one or two concentrated attacks.

Down on scaring and blackened Eisenach, western Germany, some of the vast Krupp armament works which were once the pride of Germany, the British and the Royal Canadian Air Forces dropped hundreds of tons of bombs to disrupt repair to the vital works and do new damage.

While one force was heading for Eisenach, another flew to southwestern Germany and pounded Schweinfurt again to prevent the Nazis from getting the main plants of their ball-bearing industry, held up by the heavy U.S. raids over to the Ruhr and the Saar in the last week.

The mid-afternoon force was large enough to split the night air defense with a heavy assault at Vincennes St. Georges, near Paris, in a continuation of the joint USAAF-RAF drive to knock out the Nazi railroad system.

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

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

By Bud Hilton

Staff and Wire 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 buzz 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 southwest border.

Endlessly in day-Night the formations arrive from bases of Britain, scratch at the goals from which the Nazis must try to light off invasion, and then move while new delays look up the assault.

3,000 Planes Are Used
More than 3,000 planes—bombers, medium, light bombers, dive-bombers, and fighters—carried more than 15,000 fighters, then less the record-breaking daylight assault.

The offensive—there have been 17 straight days and almost as many consecutive nights of it—was carrying on and even banting the pace of the war before, when the RAF sent out more than 1,000 bombers to strike three targets in Paris in September.

Germany's defenses lie in and behind the Rhine. We reached the fringes of the day attack, and other targets from the Pas de Calais to Belgium and deep into France as far as the area along the southwestern border of the Reich took the rest.

Early in the morning the first fleet of some 600 Fortresses and Liberators, escorted by about 500 fighters, was sent in a major phase of the offensive against the military installations in western France.

The same came home through bitter flak, and then, as the sunny afternoon turned to dusk over the Continent, some 200 more B-17s and 24s, with even more fighters, flew across France to bomb airfields at Nancy and Toul, and railway yards at Blainville and Châlons-en-Champagne.

Using Channel Shuttle
Continuing with their heavy blows was a second and larger massed task force with a force of Marauders medium bombers to smash military objectives, and then Allied medium and light forces, 300, used the trans-Channel shuttle.

Fighter-bombers of the Eighth and Ninth Air Forces added their high-pitched screams to the thunder of the bomber engines as they peeled off over enemy airfields and cavalry posts in France and Belgium, while hundreds of other fighters went racing far beyond the smoke and din of the bomber attacks to nail everything German that could fly.

From Dover and other points along the English coastline, where observers have been watching bomber forces—enemy and Allied—pass over the Channel for four years, came reports that never in history had the skyways leading to the Continent been so jam-packed with aircraft. At one time a stream of planes sometimes long three miles wide, mostly in mass or armada, and now they had the first of them all passed beyond the mouth of the Straits of Dover, then the rolling thunder of plane explosions began to come back, shaking houses all along England's coast.

First reports of the Fortress and Liberator attack on northern France told of concentrated bombing despite flak which

(Continued on page 4)

Missions 20, 21, 22

May 7

Monday, May 8, 1944

1,000 Heavies Give Berlin 8th U.S. Raid

MISSION # 20
MAY 6, 1944

SIRACOURT, FRANCE
ROBOT BOMB INSTALLATIONS, DID A
GOOD JOB OF BOMBING, HAD NO FLAK, SAW NO
FIGHTERS, AREAL MILK RUN, TIME IN AIR 4 HRS,
10 MIN.

1,000 Heavies Smaek Berlin

North - South Blows Slug Nazis From Channel To the Balkans

(Continued from page 1)
tion of France, and at Malines, France, and Aarschot, Belgium. The Thunderbolts hit trains, bridges and a factory near Rennes.

The resurgent day attacks followed a heavy night assault on rail points and ammunition dumps in France by RAF heavy bombers.

Bombers on all the Forts and Libs yesterday used the "through clouds" technique and bombing was unobserved, although some crews reported a few breaks in scattered parts of the overcast.

German broadcasts, which began early in the morning to warn of large formations heading for the Reich, were reporting major forces over various parts of greater Germany for some six hours, and Berlin dispatches to Stockholm said that American raiders were storming against the capital in three waves over a period of more than an hour. The Germans complained in their broadcasts that bad weather had hampered their defenses—a frequent complaint as their fighter strength dwindled—and described the blow at Berlin as "a terror raid."

The official Germany News Agency admitted damage and casualties and said residential districts had been hit.

Scarcely were the heavies home from Berlin than a new "Achtung!" series of broadcasts at 7 PM heralded the approach of other formations to the borders of western Germany.

"Flak was the heaviest in my five trips to Berlin," reported 1/L L. A. Hoover, B17 bombardier from Nixon, Tex.

Other airmen reported that the belt of flak around Berlin died away as the pattern of bombs burst below the clouds, and some formations arriving toward the end of the attack said flak was not extreme.

Using the Weather

The low losses yesterday were, however, no accurate index of the Luftwaffe's capacity to put up the sort of opposition which eight days before claimed 63 U.S. heavies in the previous Berlin attack. It was obvious that the Allied air command had used accurate weather predictions to send the forces into the Reich at a time that the storm conditions, which in the last few days had limited and almost entirely smothered the air offensive, were shrouding the Nazi fighter fields and making take-offs virtually impossible.

Some indication of last week's comparative letup in the aerial big push was seen in the weekly review issued by the Eighth Air Force, which reported heavy bombers out on every day of the seven through Saturday, but only for a total of 1,700 sorties, scarcely equal to two days of major operations. About 2,100 fighter sorties were flown in the same week, with five bombers and ten fighters lost for the destruction of 42 enemy aircraft in air combat.

MISSION # 21

MAY 7, 1944

MUNSTER, GERMANY
HAD OVERCAST ALL THE WAY TO THE TARGET, BOMBED BY P.F.F., SO DID NOT SEE RESULTS, HAD HEAVY TO INTENSE FLAK OVER TARGET, OTHER WISE TRIP WAS UNVENTFUL, TEMP AT 24000FT WAS -40°. TIME IN AIR 5 HOURS, 15 MIN

MISSION # 22.

MAY 8, 1944

BRUNSWICK, GERMANY
HAD OVERCAST ON ROUTE AND OVER TARGET, BOMBED BY P.F.F., HAD HEAVY FLAK ON ROUTE AND ALSO OVER TARGET, GROUP WAS JUMPED BY SOME ME 109'S, DID NOT GET A SHOT AT THEM TIME IN AIR 4 HRS, 10 MIN

Battling the weekend's bad weather beyond the Straits of Dover before yesterday's attack on Berlin and western Germany were small formations of Allied bombers and dive-bombers which concentrated on targets in northern and north-central France.

Daylight activity from Friday to Sunday morning "was not on a large scale," a joint RAF-USAAF communiqué announced, with Thunderbolts dive-bombing an airfield near Rennes, Mitchells and Mosquitos of the Second Tactical Air Force striking through lowering skies to more military objectives in northern France and fighters sweeping the occupied coastlines.

South England Raids

British authorities announced yesterday that "slight enemy activity over southern England" took place Saturday night. Bombs dropped at one place "caused a small number of casualties but no damage has been reported."

"Slight enemy activity over northeast Scotland on Friday night" also was officially reported. No bombs were said to have been dropped there.

North-South Forces Slug Germans From Channel to Balkans

Luftwaffe Shuns Battle as Clouds Shroud Capital; Occupied Countries Blasted; Bucharest Rail Targets Hit Again

Thirty-five hundred American and Allied warplanes struck at targets from Paris to Berlin to the Balkans in daylight yesterday to renew the air offensive against the Continent.

In the wake of a gale which cleared the weak-old mass of stormy weather from Channel and Continent, nearly 1,000 Flying Fortresses and Liberators, escorted by almost as many fighters, streaked for Germany at yesterday's dawn, bombed through solid clouds which shrouded the Luftwaffe's interceptor airfields and came home without a single combat with enemy aircraft.

Likewise from bases in Britain, medium Marauders and forces of dive-bombers swept against invasion defense points northeast of Paris and in Belgium.

From the south of Europe, powerful forces of Forts and Libs, with their escorts, slugged again at Balkan transport centers in the fourth day of their non-stop drive.

The day's assaults followed heavy blows by RAF night bombers from Britain and Italy and carried back to pre-invasion-blitz intensity the storm of bombs which over the weekend fizzed away to minor although regular forays against Hitler's Atlantic Wall after three weeks of day-in-day-out hammering.

Blasting Is Back At Blitz Tempo

Nearly 1,000 American heavy bombers, flanked and covered by almost as many fighters, attacked Berlin and targets in western Germany yesterday in a resumption of the heavy air blows which for nearly a month have been opening the way to Allied invasion of the Continent.

Flying through minus-42-degrees cold and above a solid mass of storm clouds which blanketed the Luftwaffe, Fortresses flew through 20 miles of a flak wall around Berlin to give the Reich capital its eighth American pounding of the war.

Liberators at the same time tracked the east-bound gale which finally had cleared away the stormy skies above the Straits of Dover and bombed unspecified objectives in western Germany.

Bomber crews and fighter pilots alike came home from the Reich to report not a single combat with interceptors and only a few Nazi fighters sighted in the distance throughout the entire 1,200-mile round-trip.

Night bombers failed to return, making a loss of one per cent, lowest percentage of the eight raids on the Nazis' chief target. Fighter losses were even lower, five failing to return.

While the big force of heavies and fighters, which was aided by RAF Mustangs, headed into Germany, Ninth Air Force Marauders and Thunderbolt dive-bombers hit railway junctions in France and Belgium, and RAF fighter-bombers kept up the unending assault on the secret military targets of northern France.

The Marauders, facing their first severe fighter attack since Feb. 25, beat off a pack of Me109s and FW190s for the loss of one B26 after hitting rail junctions at Mezieres, in their deepest-yet penetration.

(Continued on page 2)

Mission #23

May 19-44

Saturday, May 20, 1944

Berlin Blasted as Air Offensive Resumes

MISSION #23

MAY 19, 1944

BRUNSWICK, GERMANY

ONCE AGAIN OUR TARGET WAS BRUNSWICK. WENT AFTER AN AIR FIELD AND MARSHALLING YARD. DIDN'T EVEN KNOW WE WERE GOING UNTIL 15 MIN BEFORE TAKE OFF. K.I. CAME OVER TO OUR BARRACKS AND GOT US. ROSED US OVER TO THE EQUIPMENT ROOM AND THEN OUT TO THE PLANE. NOT UNTIL AFTER TAKE OFF DID WE FIND OUT WHERE WE WERE GOING.

DID A LOUSY JOB OF BOMBING. LEAD SHIP SCREWED UP, MADE THREE PASSES OVER TARGET. STILL WE MISSED. WAS IN FLAK FOR 37 SOLID MINUTES. SURE THOUGH WE HAD IT. HAD A BIG FLAK HOLE IN BOMB BAY BUT NEVER COULD FIGURE OUT IF IT HIT A BOMB OR NOT. HAD ANOTHER BIG FLAK HOLE IN WAIST BETWEEN ME AND TAIL. NOCKED OUT HYDRAULICS IN TAIL TURRET.

WAS JUMPED BY THREE WAVES OF FIGHTERS; 15 TO 100 FIGHTERS IN A WAVE. WE WERE ALL SHOOTING AT THEM. I SHOT OVER 300 ROUNDS. THE FIGHTER THEN JUMPED A GROUP IN BACK OF US, SAW FIVE 24'S GO DOWN. A COUPLE OF "LIDS" CAME INTO OUR GROUP ALL SHOT UP. SAW BURNING PLANES AND CHUTES ALL OVER THE SKY.

THIS WAS MY ROUGHEST MISSION, REALLY SWEATED IT OUT. TIME IN AIR 7 HRS AND 30 MIN

SHIP FROM OUR GROUP

Brunswick Also Hit; Heavy Battles With Luftwaffe Indicated

Germans Tell of Fierce Aerial Fighting; Early Reports Hint U.S. Planes Took Big Toll of Nazis

Strong forces of Fortresses and Liberators, striking a double-barreled blow to renew the Allied air offensive on Hitler's Europe, bombed the Berlin and Brunswick areas in daylight yesterday.

The bombers, escorted by swarms of fighters, met fierce opposition, according to German radio. Preliminary reports here indicated that Luftwaffe was dealt a heavy blow.

In their first mission in four days and their first major operation since last Saturday, the heavies stormed over Berlin to give the capital, last Tuesday night by Mosquitos, its tenth American raid.

Announcing violent battles over its air-raid alarm system, German radio said that "three groups" of forces of the USAF and Luftwaffe were engaged in combat over Berlin at the same time.

Particularly fierce engagements were reported over Osnabrück, vital rail center in northwest Germany, which was battered by the heavies Saturday.

Although at a late hour last night there was no official U.S. announcement on results of the operations, preliminary reports indicated that Escadrille P47s, P51s and P40s of the Eighth and Ninth Air Forces and the bomber themselves had chalked up 14 kills—none by German craft destroyed.

Retreating B-24 crews reported intense flak and fighter opposition to the Brunswick area.

"Between 150 and 200 fighters attacked us," Sgt. Howard S. Murphy of Dorchester, Mass., gunner on the B-24; Little Shepherd, reported. "Plenty of those were shot down, though," he added.

Sgt. John C. Pershing of Uxbridge, Mass., said, "Flak came up constantly while we were in the target area and fighter attacks against our Liberator formation were ferocious. Our bombers and fighters shot down quite a few German fighters."

One interesting report came from Capt. Harold W. Flaton, of Portland, Ala. "I saw four P47s strafe 35 Me109s," Flaton said. "We had wonderful protection from our fighters, although I did see one bomber in another formation blow up."

As Germany was being warned of approaching raiders, the Allied Expeditionary Air Force sent small formations of Mosquitos and Typhoon light-bombers over northern France.

The alarm that "an enemy formation is approaching northwest Germany" was given just before noon yesterday by radio. Shortly after, Munster radio reported the bombers across the Reich border. Just after 2 PM the raiders were located over Berlin. It was not until 4:30 PM that Luxembourg radio gave the all clear.

At 7:30 last night Vichy radio faded from the air, indicating that Allied aircraft might still be sweeping over the Continent.

German radio again gave signs of breaking down under the strain of the raids. At 3:30 PM German News Agency was still sending out the previous day's messages, breaking off each one after a few sentences and then starting all over again. Several weeks ago, after a heavy daylight raid, the agency exhibited the same erratic behavior.

In the only operation from Britain Thursday, the Second Tactical Air Force swept roads in north France and Belgium.

One Allied plane was lost as Typhoons, Mustangs and Spitfires strafed trucks and also hit rail sidings at Folligny, junction of the Granville-Paris and Arranches-Cherbourg railways.

Mission #24

May 23-1944

MISSION # 24 ORLEANS, FRANCE.

OUR TARGET TODAY WAS AN AIRFIELD, WHICH IS THE WRIGHT FIELD OF FRANCE. REALLY HIT THE TARGET, SAW AMMUNITION DUMPS GOING OFF ALL OVER THE FIELD, HAD MODERATE FLAK AFTER LEAVING TARGET OTHERWISE IT WAS A MILITARISTIC RUN
TIME IN AIR 7 HOURS, 45 MIN.

U.S. Airmen Hit Luftwaffe Nests

(Continued from page 1)

battle. One bomber and three fighters were reported missing out of the big force, as compared with Monday's losses at Kiel and over France of five bombers and eight fighters.

Weather was mixed over the Continent, with cloud layers over some targets forcing the bombers to seek out alternative objectives, and these may have contributed to keeping the Luftwaffe on the ground, but it seemed likely that the reason for the lack of defense was in the husbanding policy which for weeks has limited large-scale interceptions to those occasions when weather favored defense and the target was of prime importance to the Nazis.

The RAF's night attacks, which picked up where Marauders had left off Monday evening with their second sortie of the day, centered on Dorimund and Brunswick, in Germany, and Orleans and Le Mans, in France. Mosquitoes went to Ludwigshaven and an airfield in Belgium, and the pre-invasion minelaying aimed at restricting German coastal defenses continued—all for the loss of 35 aircraft, the Air Ministry reported.

While the Allied command was continuing the aerial prelude to invasion the Luftwaffe made another series of reconnaissances in force Monday night against British coastal districts, putting units of swift spy planes over southern England, East Anglia and even the eastern coast of Scotland. Authorities reported casualties and damage at localities in southern England, but none in Scotland, and claimed at least four enemy planes destroyed. The German radio version of the night attacks claimed a blow "in considerable strength" at Portsmouth, and said large fires had been started.

Luftwaffe's Nests Hit by U.S. Fleets

Heavies, Fighters Sweep Europe Looking for a Scrap, but Nazis Refuse

Three thousand American and Allied warplanes stretched an aerial dragnet across the skies of western Europe yesterday, hunting down the German air strength Hitler is saving for invasion day.

From the edges of the Biscay provinces eastward to the Reich itself more than 1,000 American fighter craft—greatest fighter force ever sent up on a single mission—escorted some 600 Fortress and Liberators to six of the Nazis' key air bases, to two rail yards around which central European transport hinges, and to other unspecified targets within western Germany.

The big air fleet, which pounded out from British bases at dawn's first light, split into task forces across western Europe as it carried into its fourth day the newest phase of the pre-invasion offensive aimed at destroying the Luftwaffe and neutralizing the German capacity to shift men and material to meet the Allied D-Day.

1,000 Bomber RAF Raids

Nazi sirens had barely quieted after a night in which the RAF, working on the same plan of widespread attack, had despatched more than 1,000 heavy bombers to six targets in Germany and the occupied countries. But where the RAF had flown into bitter combats with night fighters, the big fleet of U.S. daylight heavies and their escorts found almost no resistance, and bomber crews and fighter pilots alike came home with stories of Luftwaffe interceptors which refused to give battle and left their bases to be destroyed without interference.

While the heavies were bombing, and some of the fighters were dropping hedge-tops to strafe transport and communications targets, the RAF sent out light daylight forces in sweeps over the Low Countries and France, and Channel coast observers described late afternoon formations also heading toward the Continent.

And early yesterday evening German radio announced that "several enemy planes are over western Germany."

A small force of Ninth Air Force Marauders, escorted by Thunderbolts, joined in the day's assaults by attacking military objectives in northern France without loss.

As the daylight forces sought in vain to lure the Luftwaffe to combat, the Forts and Libs made virtually unopposed runs over the railway junctions of Epinal and Chaumont, in southeastern France near the Swiss border, and over six of the main German airfields just behind the first-line coastal defenses: Caen, Avord, Orleans-Briey, Bourges, Chateau d'Un and Etampes-Mondesir, all within a 120-mile arc south and southwest of Paris.

More than 1,000 Eighth and Ninth Air Force Thunderbolts, Lightnings and long-range Mustangs flew with the bombers, and when it became obvious the Luftwaffe would not fight went down to earth and strafed locomotives, military trains, airfield hangars and gun emplacements.

Only one bomber group reported interception attempts, and these were beaten off by the escorts, who reported that everywhere the German fighters fled from

(Continued on page 4)

May 24 44

Thursday, May 25, 1944

U.S. Air Fleets Hit Berlin, Paris, Vienna

MISSION # 25

MAY 24, 1944

ORLY, FRANCE.

THIS WAS A LOUSY TRIP. TRIP ITSELF WAS QUITE UNEVENTFUL, BUT DIDN'T DROP ANY BOMBS. SOMETHING WENT WRONG WITH THE LEAD SHIP ON BOMB RUN AND DEPUTY DID NOT HAVE ENOUGH TIME TO TAKE OVER.
TIME IN AIR 8 HOURS AND 20 MIN.

'Decisive Eve,' Nazis Warn as 4,000 Craft Strike Three Ways

Mediums, Fighters Carry on Atlantic Wall Assault

Four thousand American warplanes spread across Europe in daylight yesterday to bomb the three key cities of Hitler's enslaved continent—Paris, Berlin and Vienna.

From north, south and west, massed formations of Flying Fortresses and Liberators, covered by American fighter planes, stormed over the Reich and its satellites in what the Nazis themselves officially declared marked "the eve of decisive operations against the Continent."

While heavies from Britain and Italy were boggling at the capital of Austria and Germany as well as France's chief city, American medium and light bombers and deck-level fighters carried on without a pause the timetable pummeling of the Atlantic Wall defenses in the west, and hundreds of RAF and Allied light craft joined in the drumfire of bombs across the English Channel.

Split Into Two Forces

Some 1,000 Fortresses and Liberators, flanked by as many Thunderbolts, Lightnings and Mustangs, sallied out from the ETO in early morning and split into two task forces—the majority heading for Germany, the rest knifing straight to Paris. While they split the German defenses west and north, nearly 750 heavy bombers, with their escorts, went up from Italian airfields, slugged it over with Nazi interceptors over the Alps and hammered home new blows on aircraft plants and fields in the Vienna area.

The two-way heavy bomber attack on Berlin and Austria was the first pioneer mission since Feb. 25, and split the Luftwaffe's fighter defenses based in the center of Germany. Nonetheless, Nazi radio and American bombers crews alike described bitter battles north and south, and the ETO-based formations came home with reported losses of 32 heavies and 13 fighters.

For battered Berlin, it was the 11th daylight pounding by the USSTAF, the fourth this month, and its 133rd—night or day—since the war began four years and eight months ago.

Defense Fails to Stop Fleets

When their fighter defense failed to check the bombers, the Nazis threw up over the capital and its suburbs a bitter flak barrage, and the German News Agency reported one bomber hit and shot down into the Potsdamerplatz, in the center of Berlin.

As the bombers finished their runs over targets in the Berlin area and headed home, long-range fighters headed the escort to fresh groups and went down through the clouds to strafe locomotives, barges, military camps and radio stations all the way home. One Eighth AAF Mustang pilot, 1/Lt. William T. Whisner, of Shreveport, La., came back to base with a score of ten locomotives blown up, and other pilots described the sinking of barges and tugs and the destruction of military road convoys. A total of 29 enemy aircraft were reported shot down in combat and two more destroyed on the ground.

Meanwhile, in the west, other heavy bombers and their fighters had struck to Paris, pushed through the flak and continued the hammering of Luftwaffe airfields in the defense cordon around France's biggest city. The bomber and reconnaissance base at Orly and other

(Continued on page 4)

Raids - - -

(Continued from page 1)

fields at Malun, Creil were bombed without loss.

From the south, nearly 750 Forts and Libs flew north to bomb the Atzgersdorf aircraft factory and the Muenchendorf airfield on the southern edge of Vienna, and the big Wollersdorf airbase near Wiener Neustadt, as well as the Avisio viaduct on the Brenner Pass line feeding Italy, the airfields and railway yards at Graz and Zagreb in Yugoslavia.

Early in the morning, more than 350 Marauders and Havocs of Gen. Sam Anderson's Ninth Bomber Command flew against military objectives in northern France and hit more of the Luftwaffe's airfields from which the continent must be defended: Achicourt, 80 miles north of Paris; Beauvais-Tille, 35 miles north of Paris, and Beaumont le Roger, some 60 miles west of the old capital. Escorted by P-47 Thunderbolts, they came back to base without loss while RAF and Allied Mitchells and Bostons, covered by Spitfires, took on the shuttle against the unspecified defense points in northern France, and other RAF formations flew sweeps across the Channel.

Ninth Air Force Thunderbolt dive-bombers also hit the military objectives without loss, and RAF Typhoons and Spifires pelted railways and trains.

Mission 26, Mulhouse France

May 25-44
MISSION #26
MULHOUSE, FRANCE.

TODAY WE DID A GOOD JOB OF BOMBING. BLEW UP THE MARSHALLING YARDS ALL OVER THE COUNTRY SIDE. HAD NO FIGHTER OR FLAK BUT REAL GOOD FIGHTER SUPPORT. SAW THE ALPS TODAY.
TIME IN AIR 8 HRS AND 30 MIN.

North-South Blitz Rips Anti-Invasion Rail Links

More than 1,500 American bombers yesterday struck from two sides of Europe at the network of railways reinforcing Hitler's defense against invasion through the conquered lands of the west.

One thousand Flying Fortresses and Liberators flew out from Britain to bomb nine railway junctions and four airfields in France and Belgium, while from the Mediterranean other heavies flew northward to batter the railways funneling into Lyons and Toulon, in the south of France.

As the ETO bomber forces ranged up and down the eastern border of France they saw only a scant handful of German fighters, not a one of which got through the covering escort of some 750 Eighth and Ninth Air Force P47s, 38s and 51s. Crews reported intense flak over some targets, however, and the day's losses were reported as four heavy bombers and 12 fighters. Nine enemy aircraft were destroyed in the air, U.S. pilots reported, and an unspecified number on the ground.

Fighters Again Strike

While the bombers were hammering Hitler's railway network in the wake of a shattering RAF night raid on the rail junction of Aachen, the motor-assembly works at Antwerp and other targets, American fighters supplemented the heavies' attacks with another day of deck-level strafing of locomotives, troop trains, radio stations and army trucks all across the occupied countries.

First reports told of at least 36 locomotives shot up, and four Lightning pilots caught a loaded troop train, blasted it to a stop and then systematically gunned German soldiers scrambling vainly for shelter in fields along the right of way. Other fighter guns were trained on barges and tugs in the canal system of northern France and Belgium and on military installations all up and down the Atlantic Wall.

Chief targets for the bombers were the rail yards at Mulhouse, Belfort, Sarreguemines, Metz, Thionville, Charleroi and Blainville, all in eastern or north-eastern France, and at Brussels and Liege in Belgium. The Nazi airfields at Nancy-Essey and Bretigny, in France, also were hit by the heavies, and smaller attacks were carried out on airfields near Brussels and Antwerp.

The north-south squeeze was the second in a row for the heavies of the Eighth and 15th Air Forces, and brought to 20

(Continued on page 4)

Raids - - - -

(Continued from page 1)

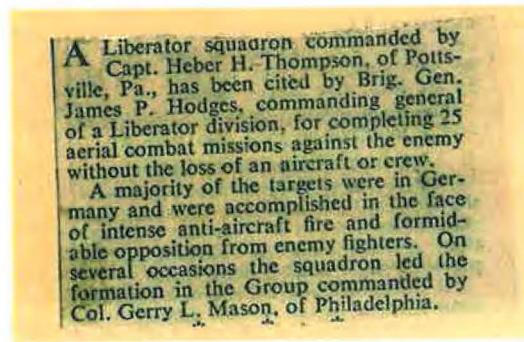
the days of operations this month for the ETO bombers.

Meanwhile, medium Marauders and light Havocs contributed to the transportation blitz, bombing three railway bridges near Liege and hitting airfields at Denain and Manchy-Breton, in France, in a noon attack which followed their biggest day's operations of the war. Late Wednesday they crossed the Channel for the second time in the day to hit airfields, military objectives and the port area of Dieppe without a single loss in the day's 750 sorties.

Ninth Air Force fighters and fighter-bombers, it was revealed yesterday, also turned in one of their biggest days of the war Wednesday with attacks on 63 locomotives and railroad yards, bridges, army camps and airfields from the Brest peninsula to Hanover, Germany. Eighth AAA fighters hit the same types of targets and destroyed two enemy planes in combat for the loss of three.

As the attacks went on again yesterday, with RAF fighters and other light craft joining the virtually unopposed sweeps over the Continent, the Nazi censors in France permitted Philippe Henrot, Vichy minister for information and propaganda, to broadcast that "railway traffic is at a standstill, factories are closed and reserves are exhausted." He denounced French workers for cheering the Allied raids which had brought about those conditions.

Newspaper item on squadron having completed
25 missions.



French Bank Note

Oak Leaf Cluster Citation 10 May 1944

RESTRICTED

OLC for five missions

HEADQUARTERS EIGHTH AIR FORCE
Office of the Commanding General
APO 694

(4)

713

10 May 1944.

GENERAL ORDERS)

EXTRACT

NUMBER 350)

Under the provisions of Army Regulations 600-45, 22 September 1943, and pursuant to authority contained in Restricted TT Message No 2139, Hq USSAFE, 11 January 1944, An OAK LEAF CLUSTER is awarded to the following named Enlisted Man in addition to the Air Medal previously awarded.

Action: For exceptionally meritorious achievement, while participating in five separate bomber combat missions over enemy occupied Continental Europe. The courage, coolness and skill displayed by this Enlisted Man upon these occasions reflect great credit upon himself and the Armed Forces of the United States.

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Sgt. J. SCHATZ, 36040886, S/Sgt, 448th Bombardment Group (H).
Home Address: Chicago, Illinois.

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By command of Lieutenant General DOOLITTLE:

JOHN A. SIMFORD,
Brigadier General, USA,
Chief of Staff.

OFFICIAL:

/s/ Edward E. Toro,
EDWARD E. TORO,
Colonel, AGD,
Adjutant General.

A TRUE EXTRACT COPY:

DANIEL M. SIMMONS,
Major, Air Corps,
Adjutant.

RESTRICTED

May 27-1944

TIERE, GERMANY
MISSION #27.

40 Hrs. See Blitz Reach Record Pace

**1,200 U.S. Fighters Escort
1,000 Bombers Over
Reich, France**

The air offensive which for 40 weekend hours saw five tons of bombs a minute dumped on Hitler's Atlantic Wall and the defense points behind it last night echoed the thunder of pre-invasion intensity as Allied air fleets rounded out their biggest day-and-night attacks of the war.

One thousand American heavy bombers, covered by more than 1,200 U.S. fighters—the biggest escort force of the war—opened the fair-weather blitz Saturday, the second day with a cascade of explosives and incendiaries on targets in central and southwestern Germany, bringing to approximately 11,500 the RAF and U.S. bomb tonnage for the 40 hours from dawn Saturday.

While more than 1,000 U.S. and Allied medium and light bombers, fighters and dive-bombers were carrying out more attacks on the concrete fortifications guarding Europe's northwestern perimeter, the heavy bombers and their escorts were sweeping far inland on their second day in a row of 1,000-bomber strength. From Saturday morning a survey showed, at least 7,500 sorties had been flown by Allied warplanes based in Britain.

Explosions Rock British Towns

As wave after wave of bombers and fighters—among them the secret rocket-firing fighters of the RAF—rolled out from England to blast away at the gun-studded edges of the Continent, Britain's Channel coast towns were rocked and shaken by explosions from enemy-held territory. All Saturday and from first light yesterday, as sunny, clear weather came to the Straits and the land to the south, the bombers and fighters went out, and late yesterday evening they still were shaking coast towns with their roar as the big push neared two full days and nights.

Fitted precisely into the massed daylight blows was the RAF's second heaviest bombing operation in history: a 4,500-ton attack by more than 1,000 planes against Nazi defense points in France, Belgium and Germany.

As the RAF night bombers came back, Allied light craft crossed the Channel to hit installations behind the coast. By mid-morning, three big forces of Ninth Air Force Thunderbolt fighter-bombers were heading for oil tanks in a northern France railroad yard, and two more in the series of railway bridges smashed in

(Continued on page 2)

The War Today

Italy—Americans take Artena and drive for Viamonte, last block on Highway 6 to Rome; German use of road cut by artillery; other Fifth Army troops drive for Rome near coast; Eighth Army takes Cepriano.

Air War—Biggest day and night air attacks of the war see bombs hurled onto Western Europe at the rate of five tons a minute; 1,000 American heavy bombers, escorted by record force of more than 1,200 fighters, hit targets in Germany as other huge forces of medium and light bombers smash at Atlantic Wall; great blow

HIT A MARSHALING YARDS WHICH WAS NEAR STRASBOURG. DID A VERY GOOD JOB. BOMBS DROPPED ALL OVER THE TRACKS. HAD VERY LITTLE FLAK, ACCURATE FLAK AT CHEATEU DUNN. CARRIED 12-500 LB. ARMOUR PIERCING

TIME IN AIR 7 HOURS AND 20 MIN.

"although he respects Joe's ring work and powerful punches," Broadribb said. "After the bout, Joe will be able to give us a conclusive opinion of my boy's ability. If Freddie looks good, perhaps the skeptics will change their minds."

The proposed exhibition is merely in the tentative stage until Broadribb and Maly get together to discuss arrangements. Freddie will have to clear permission through the RAF.

Landing Puts Within Boi

U.S. troops have shot the Pacific land-based-bomber range of the Pt of the Schouten Islands in Geelvin Guinea.

The move placed the Allies less of the Philippines. And, "for strate

Japs in China In New Drive

Chungking Reveals Thrust For Rail Line; Chinese Gain Near Burma

A new Japanese drive in China was announced from Chungking yesterday. It apparently was aimed at the Chinese held stretches of the main north-south railroad between Hankow and Canton on the southern coast.

The Japanese recently cleared the Chinese from their last remaining hold on the stretch of the railroad from Peiping, on the Manchurian border, down to Hankow, and were reported building a defense belt along it; but the Chinese subsequently announced that they had picked the line again, and the situation now is obscure.

If the Japanese could take the entire line from Peiping down to Canton and repair it they could rush troops and supplies freely to almost any point in occupied China. The new drive was started by four columns of Japanese troops which pushed southward from their base at Yochow, 120 miles southwest of Hankow.

The Chinese in turn launched counter-attacks in the Loyang sector of the central Honan front over the weekend

Mission #28

Tuesday, May 30, 1944

North-South Blows Hit Poland, Reich

MISSION #28

MAY 29, 1944

TUTOW, GERMANY.

OUR TARGET FOR TODAY WAS AN AIR FIELD, AND WE DID A VERY GOOD JOB OF BOMBING. HAD LIGHT TO MEDIUM FLAK ON ROUTE IN AND OVER THE TARGET, HAD NONE ON ROUTE OUT, ALSO HAD NO FIGHTER ATTACKS. ON ROUTE BACK PASSED BY SWEDEN, ALSO FLEW OVER DENMARK. ON ROUTE BACK, KEN SAW A FIGHTER DITCH IN NORTH SEA, TURNED BACK AND CIRCLED AROUND

Plane Plants in Poland, Reich Blasted in North-South Blows

(Continued from page 1)
and only 400 miles from the Russian battlefield, were hit, along with objectives at Leipzig, Tutow, Cottbus, Sorau and Pöllitz, a suburb of Stettin, in Germany. Fitted into that timetable was the blow from Italy which sent bombers to two airfields and two factories at Wiener Neustadt, 27 miles south-west of Vienna; less than 250 miles south-east of the Sorau target of the ETO bombers.

(Posen and Kreisling, within five miles of each other, are about 150 miles due east of Berlin; Tutow is north of Berlin, near the Baltic coast; Cottbus is 95 miles southeast of Berlin and Sorau 35 miles beyond that. Focke-Wulf component plants are located at the Polish towns, FW assembly shop at Tutow and Cottbus, an FW components plant at Sorau, a synthetic oil plant at Pöllitz, while Leipzig is the hub of five suburban factories turning out parts, frames, components and completed aircraft for Junkers and Messerschmitt.)

Swinging across Germany the bomber and fighter forces pulled Nazi interceptor reserves first north and then south, and the radio warnings covered virtually all of Germany proper as well as Austria, Belgium, Holland and France. Long after the main forces had gone home the Nazi radio still was warning of small elements over the Reich.

Although the German defenses were spread out the Luftwaffe was able to send forces as great as 150 planes to some of the bomber fleet, and there were aerial battles across most of the Reich. Some crippled bombers on the more northerly attack routes managed to reach Sweden, where eight crews were reported interned early last night.

A Present for the Little Woman
As usual, some fighter and some fighter groups met only flak opposition, but one B17 division reported intense, brief attacks by 100 interceptors, and some Liberator units met as many as 150 at one time. A Fortress crew one Marine second a bombardier/navigator.

WILSTET, Conn., May 29—Grief-stricken mothers and wives of the 43 Army fliers who died in the 2nd mission to Berlin, May 29—said their sons

Observation planes, over three of the bridges ten minutes after the bombs went down, reported one completely broken, one wrecked with its span in the river and one the center of a bomb-crater pattern. B26 crews reported at least 12 hits on the fourth bridge, over the Meuse from Liege to Val Bendit. One Marauder was reported missing.

RAF and Allied forces, in addition to

providing support and cover for the U.S.

heavies, sent out Mitchells and Bostons

to railway yards in Belgium and more of

the military installations in northern

France, while rocket-firing Typhoons,

which on Sunday smashed a German

headquarters in France, attacked a power

station there.

Assault on Germany Doesn't Reduce Blitz Against Atlantic Wall

Aircraft Plants Deep in Europe Blasted From Britain as Italy-Based Heavies Swarm Over the Vienna Area

Nearly 4,000 American warplanes yesterday carried the weight of a still snowballing air offensive to the four corners of Hitler's continental empire and sent Nazi sirens from France to Poland and Denmark to Vienna screaming past their 60th non-stop hour.

Forces from a fleet of 1,000 Flying Fortresses and Liberators, escorted for the second day in a row by more than 1,200 U.S. fighters, slugged some 750 miles to Nazi aircraft plants in Poland and came home while other task units were by-passing Berlin to strike at aircraft centers 100 or so miles southeast of the Reich's capital.

At the same time, between 500 and 750 Forts and Liberators, covered by as many fighters, bounded northward from their Italian bases to hand the Messerschmitt manufacturing complex around Vienna its seventh major attack of the war.

While the Reich was being squeezed north and south, the largest fleet of Ninth Air Force bombers ever sent out here flew 400 strong to maintain the unremitting pressure on German communications, transport and coastal defenses in the occupied lands.

No Rest for Reich Itself

It was the second day in a row that medium Marauders and light Havocs, together with swarms of fighter dive-bombers, had been able to hold the tactical blitz in the west in high gear while the heavies and their escorts were striking deep within Germany at long-term, strategic targets, and the black columns of smoke which climbed up from railways, material dumps, factories, synthetic-oil plants and military storage depots—from one end of Europe to the other—marked the funeral pyre of Nazi hopes that invasion and its air-war prelude might actually be welcome since it would bring respite from the death blows to the German homeland itself.

The third straight day of massed American attack came after a midnight punch by RAF forces at the railway center of Angers, in northwestern France, and on the railroad and chemical center of Ludwigshafen, in Germany. When those targets had been hit, the RAF returned to the military objectives on the strongly-held French coast opposite England, and again the Straits of Dover rocked almost to dawn with the thunder of bursting blockbusters across the water. One aircraft was reported lost from all the night's operations.

With daylight, the attack began to build up to the sort of fury which on Sunday lashed the occupied coastline all day and dealt heavy damage to Germany's tank and armored-vehicle depot at Königsborn and to the oil plants at Ruhland, Lützen-dorf, Merseburg, Magdeburg and Zeitz, as well as setting fire to industrial cities and railroad yards across the Reich. Sunday's phase of the heavy-bomber offensive had cost—in the face of 200-plane fighter attacks—34 bombers and 13 fighters, with 93 enemy aircraft claimed.

Achtung System in Chaos
Yesterday, as the German achtung system was thrown into chaos by the air fleets which flew into the Reich and Austria on co-ordinated schedule, targets at Posen and Kretsing, in western Poland

(Continued on page 4)

Mission #29

Rail Yards In Germany Are Blasted

Ploesti Bombed; Lines
Feeding West Wall Hit;
Wall Itself Plastered

Freight yards in Germany which feed the Wehrmacht in France and the Low Countries were pounded by 250 to 500 Britain-based Fortresses and Liberators yesterday, while the great Ploesti oilfields in Rumania were dealt another heavy blow by American heavies based in Italy.

The aerial drubbing of the Germans' first-line anti-invasion defenses in northern France went on, meanwhile, unabated.

The Eighth Air Force heavies, winging into Germany for the fifth straight day beneath a protecting umbrella of more than 1,200 fighter planes, stabbed at the crowded rail yards of Hamm, Osnabrück, Schwerin (10 miles southeast of Dortmund) and Soest (15 miles southeast of Hamm).

All funnel supplies to German forces to the occupied countries along the coast, and Hamm is probably the largest distributing point for rail traffic from the Reich to the coast. In addition an air base at Luxeuil, 70 miles west of Mulhouse, in France, was pounded.

The giant escort of Eighth and Ninth Air Force Thunderbolts, Lightnings and Mustangs found very few enemy aircraft in the skies and, for a change, moderate flak, according to returning airmen. They said great cloud banks necessitated the use of the scientific bombing-through-cloud methods in some places.

From Italy, Libs and Forts, escorted by P38s and P51s, scored hits on at least one major refinery at Ploesti, and crews reported large columns of smoke visible for miles, obscuring the target and preventing observation of other results. Intense ack-ack and some enemy fighters were encountered.

Ploesti, 30 miles north of Bucharest, capital of Rumania, was bombed four times in April and twice previously in May.

Seine Bridges Hit Again

Continuing their attacks on Seine River bridges for the sixth successive day, Marauders of the Ninth Air Force struck at three important highway bridges between Paris and Rouen at mid-day. One failed to return.

Escorted by Thunderbolts, the Marauders attacked an 840-foot, six-span bridge at Courcelles-sur-Seine, 40 miles northwest of Paris; a 575-foot steel girder bridge at Ouen; and a 450-foot bridge at Bennecourt, 30 miles northwest of Paris. The Rouen-highway bridge was left half under water by the first formations of Marauders to attack.

During the night RAF bombers struck military objectives on the French coast and Mosquitos hit targets in Leverkusen and laid mines. None was lost.

Heavy damage was inflicted on aircraft factories at Halberstadt, Dessau and Oschersleben Tuesday, photographs taken during and after the attacks showed.

At the Halberstadt Ju88 and Ju188 components factories, three workshops were destroyed, two half destroyed, and several other buildings badly damaged. All large hangars at the airfield were seriously damaged.

At Oschersleben two heavy concentra-

MISSION #29

MAY 31, 1944

WOIPPY, FRANCE,

L.V. AND NICK DID NOT

FLY TODAY SO WE COULD CATCH

UP. LT. SHOGIN FLY AS PILOT AND

KEN WAS ENG. HAD RECALC AFTER

ENTERING FRANCE. SAW NO FLAK OR FIGHTERS.

GOT SORTY CREDIT.

Raids - - -

(Continued from page 1)

tions fell on the FW190 plant, almost completely destroying the machine shop, the largest unit, and hitting two assembly shops and the component erecting shop.

At Dessau fires and explosions were noted in the Junkers factory. Three machine shops and two workshops were destroyed, two other workshops, three assembly shops, and other buildings were severely damaged. Railway yards at Troyes and Reims in France were well hit, and five air parks and 'dromes were badly damaged.

(Continued on page 4)

Mission #30 and a celebration

Calais Gets Its Biggest Blow of War

1,000 Heavies From U.K.
Rip-Coast Force From
Italy Hits Hungary

Huge fleets of American heavy bombers yesterday thundered over France's Channel coast to give the Pas de Calais its heaviest single pounding of the war, while at the same time, Italy-based U.S. heavies raided rail yards in eastern Hungary and Transylvania.

After a night in which the RAF struck at targets from Denmark to the Balkans, a force approaching 1,750 USSTAF bombers launched another north-south offensive to hit the so-called invasion coast of France and five Balkan rail junctions.

Possibly 3,000 tons of explosives were heaped on Germany's West Wall defenses by nearly 1,000 Britain-based Fortresses and Liberators. Not one enemy fighter was encountered as the heavies, shepherded by about 500 Eighth Air Force P47s, P38s and P51s, dropped their bombs through cloud. Not one aircraft was lost.

The Return to Calais

The raid marked the return of U.S. heavies in strength to the battered Pas de Calais after nearly two weeks in which major blows from Britain had been directed at strategic targets deep behind the coast and in the Reich itself, although minor attacks in the Calais area have been kept up.

Almost simultaneously, in another sharp attack on German rail-lines in the Balkans, MAAF U.S. heavy bombers plastered railroad yards at Miskolc, 100 miles northeast of Budapest; Szolnok, 55 miles southwest of Budapest; Szeged, five miles from the junction of the Yugoslav, Romanian and Hungarian borders; and the Cluj and Simeria, in Transylvania.

For the Szolnok area, through which the Germans funnel supplies to their Eastern Front, it was the second attack in hours by Mediterranean-based aircraft. Preceding the daylight assault was a blow struck by RAF medium and heavy bombers through thick haze.

Shortly after midnight yesterday a small force of RAF bombers swept over Saumur in the second attack in as many nights on the French rail center 150 miles southwest of Paris.

At the same time an unidentified military objective near the coast of France was raided and Mosquitos pelted a target in Denmark. No planes were lost.

Operations of the Allied Expeditionary Air Force Thursday were confined to an evening attack by Ninth Air Force Marauders on military targets in northern France.

Meanwhile, USSTAF headquarters announced that American heavy bombers had rained more than 63,000 tons of bombs on German Europe in May.

In May, the USSTAF spread its 63,000 tons of bombs from battered Pas de Calais to the Balkans. Operating from

MISSION # 30

JUNE 2, 1944
BEAUVIOIR, FRANCE.

TARGET WAS ROBOT BOMB
INSTALATIONS. DROPPED BOMBS ON
"G.H." SO DID NOT SEE RESULTS.
OUR WHOLE FINISHED TODAY, THE
FIRST FULL CREW TO FINISH ON OUR
GROUP. SHOT OF FOUR BOXES OF
FLARES OVER THE FIELD, BUZZED
THE FIELD TWICE, AND THEN LANDED.
WAS INTERRAGATED AND THEN DUE
STARTED IN TO GET AS DRUNK AS A HOOT OWL.
REALLY HAD ONE HELL OF A TIME. OUR TIME
IN AIR WAS 5 HOURS AND 30 MIN.

Raids - - - -

(Continued from page 1)

bases in Britain and Italy, the American bombers made a total of 30,106 sorties. Aircraft from Britain were out 27 days during the month and Italy-based craft 21 days.

A total of 1,286 enemy aircraft were destroyed in the air by the USSTAF, 636 of them by bombers and 632 by escorting fighters. Losses were 481 heavy bombers and 235 fighters.

The May attacks were widely varied, covering aircraft factories in Germany, France, Poland and Austria; synthetic oil factories in Germany and Czechoslovakia; oil refineries at Ploesti, Romania; railroad yards in Germany, France, Belgium, Luxembourg, Hungary and Rumania; airfields in Germany, Belgium, Holland and France; industrial works and shipyards in Germany; a tank and armored vehicle depot in Germany; ground targets in front of the Fifth Army front in Italy, and objectives in Yugoslavia assisting Tito's Partisans.

(Continued on page 4)

Distinguished Flying Cross

~~R E S T R I C T E D~~

HEADQUARTERS 2d BOMBARDMENT DIVISION
Office of the Commanding General
APO 558

GENERAL ORDERS)

6 June 1944.

NUMBER 89)

E X T R A C T

* * * AWARDS OF DISTINGUISHED FLYING CROSS.....SECTION I

I. Under the provisions of Army Regulations 600-45, 22 September 1943, as amended, and pursuant to authority contained in Paragraph 2 b, Section I, Circular 56, Hq ETOUSA, 27 May 1944 and Letter, Headquarters Eighth Air Force, 1 June 1944, File No. 200.6, Subject: "Awards and Decorations", the DISTINGUISHED FLYING CROSS is awarded to the following named Enlisted Man, for extraordinary achievement, as set forth in citation.

Citation: SOL J. SCHATZ, 36040886, Staff Sergeant, 448th Bombardment Group (H), Army Air Forces, United States Army. For extraordinary achievement, while serving as Gunner of a B-24 airplane on many bombardment missions over enemy occupied Continental Europe. Displaying great courage and skill, Sergeant Schatz, fighting from his gun position, has awarded off many enemy attacks and has materially aided in the successful completion of each of these missions. The courage, coolness and exceptional skill displayed by Sergeant Schatz on all these occasions reflect the highest credit upon himself and the Armed Forces of the United States. Home address: 611 Patterson Street, Chicago, Illinois.

* * *

By command of Brigadier General HODGES:

OFFICIAL:

CHARLES B. WESTOVER
Colonel, GSC
Chief of Staff

/s/ George L. Paul
GEORGE L. PAUL
Major AGD
Adjutant General

A TRUE EXTRACT COPY:

DANIEL M. SIMMONS,
Major, Air Corps.

~~R E S T R I C T E D~~

Distinguished Flying Cross and "Snorter"



RECEIVING THE D.F.C.



SIGNING A SHORT SNORTER.

Practice of signing bills of countries flown over by air corps.

TAKEN WHEN CREW COMPLETED 30 MISSIONS.



In case they were shot down

If you will notice the pictures of the men
on the following pages, they are dressed in
civilian clothes, the reason for that is that
in case they wre shot down over France and were
able to bail out and were picked up by the French
under ground, Since they did not have photographic
equipement to take pictures of the boys, so we
carried these pictures so that they could put
them on false indetification papers. Then they were
walked down through France across the Pierinees
into Spain, then to England, interigated, then
shipped back to the states

Two photos of Mr. Schatz



JAY R. DEMPSEY
CREW 1
712TH SQ
MAY 30, 1944



JAMES R YOUNG
CREW 13
712TH SQ
MAY 30, 1944

"Boys That Finished Their Missions"

Boys That Finished Their Missions.



HAROLD LOVING
CREW 13
712TH SQ
MAY 24, 1944



GEORGE MASON
CREW 33
713TH SQ
JUNE 2, 1944



OPHEL POWEL
CREW 33
713TH SQ
MAY 19TH, 1944



STANLEY
ZABOROWSKI
CREW 41
714TH SQ
MAY 22, 1944



EDWARD LIES
CREW 8
712TH SQ
MAY 26, 1944



HOBERT SALE
CREW 2
712TH SQ
MAY 30TH, 1944



JOSEPH KASAVAK
CREW 27
713TH SQ
MAY 30, 1944



HAROLD BERNSTEIN
CREW 13
712TH SQ
MAY 31, 1944



DENZIL STUMBO
CREW 34
713TH SQ
JUNE 2, 1944



EMERSON MILLER
CREW 28
713TH SQ
JUNE 2, 1944



M. S. CABALLERO
CREW 13
712 SQ
APRIL 29, 1944 - P. V. I.

a radio-operator

Ike's D-Day Speech

SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE



1944
SIXTH
BATTALION
NINETY-EIGHTH
ARMED
FORCES
LIBERATION
REGIMENT

Soldiers, Sailors and Airmen of the Allied Expeditionary Force!

You are about to embark upon the Great Crusade, toward which we have striven these many months. The eyes of the world are upon you. The hopes and prayers of liberty-loving people everywhere march with you. In company with our brave Allies and brothers-in-arms on other Fronts, you will bring about the destruction of the German war machine, the elimination of Nazi tyranny over the oppressed peoples of Europe, and security for ourselves in a free world.

Your task will not be an easy one. Your enemy is well trained, well equipped and battle-hardened. He will fight savagely.

But this is the year 1944! Much has happened since the Nazi triumphs of 1940-41. The United Nations have inflicted upon the Germans great defeats, in open battle, man-to-man. Our air offensive has seriously reduced their strength in the air and their capacity to wage war on the ground. Our Home Fronts have given us an overwhelming superiority in weapons and munitions of war, and placed at our disposal great reserves of trained fighting men. The tide has turned! The free men of the world are marching together to Victory!

I have full confidence in your courage, devotion to duty and skill in battle. We will accept nothing less than full Victory!

Good Luck! And let us all beseech the blessing of Almighty God upon this great and noble undertaking.

Dwight D. Eisenhower

Mobile Base Defense Unit, comprised of flyers who had completed their required 30 missions and were now given the responsibility of defending the base from attacking German paratroopers. Mr. Schatz said that they had no training for that kind of fighting.



FRONT ROW

MYSELF
JACK HESS
CARMINE VALENTINO
WM NICHOLSON
KEN ROHRBACH
PAUL FREEZE

SECOND ROW

JACK WALKER
LOUIS SILVESTRY
JACK CALLISON
STANLEY ZABROWSKI
ALBERT KOHL
WALTER JOHNSON
ARTHUR DUPUY
RUSSEL TOWSEY

THIRD ROW

JOE JIRON
RICHARD COLLINS
RUF LOGERING
GEORGE PARKER
WARREN JOHNSON
GEORGE MASON
RAY WATERS

LT CANTZ
OFFICER IN CHARGE.

FRONT ROW

JIM YOUNG
EDWARD LIES
OPHEL POWELL
THOMAS ABBOTT
ALBERT BISHOP
HAROLD LOVING

SECOND ROW

GEORGE JEPSON
JOSEPH KASCVACK
ROBERT FUNK
WILLIAM BILES
WILLIAM QUIGLEY
HAROLD BERNSTEIN

THIRD ROW

DENZIL STUMBO
WILLIAM GAUTNEY
HOBERT SALES
JAY DEMPSEY
JEROME HAASS.

MOBILE BASE DEFENSE UNIT MADE UP OF ALL
FORMER COMBAT CREW MEMBERS, WAS BROKEN UP
WHEN WE LEFT FOR THE STATES AND HOME

"Returning To America after 30 Missions"



Sol Schatz.

door neighbor, Sol Schatz, 22, of 1248 S. Spaulding av., enlisted in the army nearly a year ago and is stationed at Camp Shelby, Miss.

Sgt. Sol J. Schatz, son of Mr. and Mrs. Morris Schatz, 1863 South Springfield avenue, is an aerial gunner on a heavy bombardment crew now in training at Casper, Wyo.



Sgt. S. J. Schatz.

Pvt. Sol J. Schatz of 1804 S. be Hamlin av. is another Windy City soldier who wants to help "Keep in

'em Flying." He has graduated from the Air Corps technical school at Chanute Field.

Sabotage, we are informed, has reared its ugly head at Foster Fi

With AMERICA'S FIGHTERS

Returned to this country after completing 30 missions over enemy territory as a waist gunner and engineer with the 8th air force. Staff Sgt. Sol G. Schatz recently visited his parents at 611 Patterson st. He now is assigned to the Walla Walla, Wash., army air field as instructor. Sgt. Schatz holds the distinguished flying cross and the air medal with three oak leaf clusters.

