Sol J. Schatz

Veterans History Project Transcript

Interview conducted
August 13, 2008

Niles Public Library
Niles Public Library District
Niles, Illinois
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 an 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.

And 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, J 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
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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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.

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-S-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 bombin 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 endeavor. 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.
Honorable Discharge Certificate

Army of the United States

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

[Signature]

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.
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.
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.
Ships I Flew In During My Missions

<table>
<thead>
<tr>
<th>Name</th>
<th>Number</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feather Merchant</td>
<td>477</td>
<td>Retired</td>
</tr>
<tr>
<td>Tondeleyo</td>
<td>240</td>
<td>Wrecked</td>
</tr>
<tr>
<td>Mary Michele</td>
<td>993</td>
<td></td>
</tr>
<tr>
<td>Eastern Queen</td>
<td>109</td>
<td>M.I.A.</td>
</tr>
<tr>
<td>Sky Queen</td>
<td>026</td>
<td>Wrecked</td>
</tr>
<tr>
<td>Battlin Baby</td>
<td>971</td>
<td>M.I.A.</td>
</tr>
<tr>
<td>Facinatin Lady</td>
<td>981</td>
<td>M.I.A.</td>
</tr>
<tr>
<td>Troublin Mind</td>
<td>298</td>
<td></td>
</tr>
<tr>
<td>Our Honey</td>
<td>302</td>
<td></td>
</tr>
<tr>
<td>Unnamed</td>
<td>289</td>
<td></td>
</tr>
</tbody>
</table>
Phase Training, Casper

Taken during Phase Training at Casper Wyo.
Mr. Schatz’s various identification cards Stateside
2nd page of Stateside ID Cards

AERIAL GUNNERY SCHOOL
OWER FIELD
BRISE, IDAHO
THIS IS TO CERTIFY THAT
Sgt. Schutz, S J
Grd. 92
HAS SATISACTOIRLY COMPLETED TURRET TRAINING AT THIS
BASE IN COMPLIANCE WITH SECOND AIR FORCE MEMORANDUM
355 (8-E), DATED OCTOBER 12, 1943 AND IS QUALIFIED
TO OPERATE TURRETS IN HIS ASSIGNED AIRPLANE.

This Card must be presented on demand at Club
Functions, and at any time when making purchases
at the Club.
Top 3 pictures were taken shortly after arriving in England. The bottom one was taken in Edinburgh.
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.

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

II Physical Examination. (Same time as instruction 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

1. Passes
   (a) Personnel are not eligible for passes until 72 hours after arrival at this station.
   (b) Pro-paves 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 on 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) Mouses and jackets will be buttoned at all times when worn.
   (d) Fatigues are prohibited in Assembly Hall, Red Cross Club and Mess Hall after recall.

3. Language
   (a) Personnel will refrain from the use of loud, profane and vulgar language as it is unbecoming and prejudicial to the best interest of the service.

4. PX, Barber Shop, Tailor Shop.
   (a) PX open from 0900 to 1700 daily except Sunday.
   (b) Barber Shop from 0930 to 1300 and 1430 to 1700 hrs daily, except Sunday.
   (c) Tailor Shop open from 0930 to 1700 hrs daily, 1200 to 1600 hrs Sunday.

5. Red Cross Club
   (a) Snack bar open 1930 to 2300 hrs daily.
   (b) Library & game room open 1000 to 1300 and 1600 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.

(U N E R)
7. **Gas**
   Gas masks will be carried every Saturday from 8:30 to 12:00 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 correlative action on the spot.

11. **Entertainment**
    Recreation schedules are posted 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-packs and mechanical prophylaxis at Orderly Room, Provost Marshal's Office,
also that prophylactic facilities are available at Dispensary.

<table>
<thead>
<tr>
<th>New arrival</th>
<th>Name</th>
<th>Rank</th>
<th>ASN</th>
</tr>
</thead>
<tbody>
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<td></td>
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</tr>
</tbody>
</table>

Date 3qd
Mission #1

Greatest U.S. Air Assault Passes 10th Day for Invasion Defense

Luftwaffe’s Airfields Battered by Heavies

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

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

While raffires and Liberator bombers were giving the Luftwaffe’s invasion defense airfields their second battering in ten days, almost endless series of other warplanes thrilled the Channel and daylight against enemy installations on the French coast. Some heavy bombers flew to the secret targets, which may be replacements for Hitler’s rockets guns.

Colonel Comdr. who have carried the assault against the Luftwaffe through to major air raid and another raid since Jan. 29, reported yesterday to airpower from the Luftwaffe’s airfields in France was a major operation. It paralyzed the bombers and the bomber, the claimed four.

Four squadrons of American and British bombers and four fighter groups were reported coming. It was not claimed four heavy losses and two were reported down.

The heavy bombers struck targets in north France and smashed the Luftwaffe’s airfields in central France. At least 14 or 15 bombers were reported destroyed or damaged. The target was the area around Saint-Venantou-Chamboul-Monts-Merlin, and the Charnonnais.

The American daylight bombers were supported in which Marauders of the 5th Marauders roared into formation and strafed German planes in formations. Four squadrons of Marauders were reported to be on target and the fighters, which were reported good headway.

Maj. Earl Leffens, of Fort Worth, Texas, reported that the target was deep and hit a good concentration. It was night and nothing was reported until late. Flak was slight, according to our eyewitness in service on the British and American front lines.

Flak was severe in the British sector. There were no reports of enemy aircraft being hit.

Britain’s chief fighter command at noon said: “We are unable to report the position of our fighters over the raid target.”

The British daytime raiders were not reported to be successful. They were not reported to be successful. The American fighters were not reported to be successful.

On Friday the American daylight bombers were reported to be in the raid over the German targets. They were not reported to be successful.

While the British and American fighters were not reported to be successful, the American fighters were not reported to be successful.

The attack on the raid was not reported to be successful. It was not reported to be successful.

The raid was not reported to be successful. It was not reported to be successful.
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

\textbf{Forts Battle Through Hordes of Fighters to Hit Brunswick}

(Continued from page 0)

\begin{itemize}
  \item Our approach was a fighter lead and a bomber wing, and the formation was very loose. At one point, the fighters detected a formation of enemy fighters and promptly engaged in a dogfight.
  \item The fighters were able to down several enemy aircraft, but were also engaged in several close calls.
  \item The bombers continued to advance through the hards, and were able to drop their bombs on the target.
\end{itemize}

\textbf{Hordes of Fighters Fail to Stop Blow at Nazi Aircraft Plants}

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

Flying Fortress, sticking a new blow in the concentrated pre-invasion campaign to wipe the Luftwaffe from the skies, yesterday smashed through a line of the enemy fighter opposition yet augmented to carry out the Eighth Air Forces's third heavy blow in 20 days on Brunswick, where a large portion of German air producing units are destroyed.

The Luftwaffe fighters, judging by early reports of returning American flyers, were heavily engaged in a desperate but fruitless effort to keep the bombers away from the target. For 35 hours—from dawn until the bombers crossed the enemy coast near Brunswick, until they reached the Eighth Air Force base in England earlier yesterday—ebbing and ebbing wave upon wave of fighters, bombers, fighters, and heavy weather forced the American flyers back to England.

The Liberator bombers flew on the 45,000-foot penetration to Brunswick, until they reached the German coast on the way back—the bombers and their escort of almost 200 ships making the long journey in good weather and no opposition.

\begin{itemize}
  \item The report indicates that the bombers were heavily engaged in a desperate but fruitless effort to keep the fighters away from the target.
  \item The Luftwaffe fighters were heavily engaged in a desperate but fruitless effort to keep the bombers away from the target.
\end{itemize}

\textbf{GANG UP TO JACKS GUN WOULD NOT FIRE}

\textbf{MORE THAN ONE SHOT AT A TIME. NEVER COULD FIRE. I RECEIVED PROOF OF FLAK'S}

\textbf{RIGHT CHEEK WAS LATER CURLED, TENDER AT ALTITUDE 4,000.}
Mission #3

Greatest Day Raids Hit Luftwaffe Plants

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 plants producing Luftwaffe's fighter planes.

Targets had not been announced at the last moment.

The daylight operations began within a few hours after the R.A.F. had struck an equally important blow, in which 2,300 tons of bombs (2,290 tons, American measure) were dropped.
Mission #4

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

Heavies From Italy And Britain Plaster Bomb-Drunk Reich

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

heels of American heavy bombers and fighter strafers knocked Germany simultane-ously 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 Fortress 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, strafing the Nazi defense formations which have been pounded without respite since before dawn Sunday.

It was the first such cross-country attack planned and carried out by the unified command of the U.S. Strategic Air Forces in Europe and foreshadowed the phase of things to come for Germany's insensate defense.

First official announcement of the blow from Britain did not transpire as it was not from the air of the force involved in the mission. A second indication--the 15th AAF's effort--would carry word well past 11,000 the total for the 48-hour Allied attack.

The smash from the south was aimed primarily at the big Messerschmitt fighter plant near Regensburg, already battered by the Eighth AAF, and was carried out by what officials described as the greatest show of heavy bombers ever seen against a target in Mediterranean phases.

Churchill Promises More

Even as planes were taking off from German targets north and south, Prince Minister Churchill, in a report on the war to Parliament, was promising that in the coming spring and summer the scale of the attack on Germany would rise, with a great wave of bomber missions and anything which has been employed, or, indeed, imagined, to be thrown about.

To his declaration that bombings of industrial Germany must be made to go steadily on and be made up greatly from Italian bases and that the war centers could be ng them and blasted "no matter where their factories have been widened," the Prime Minister of the 12th almost at that very minute was adding an impressive illustration.

Yesterday's raids from British bases, though it is major force, apparently were not made by movements as vast as the one just reported. These raids were on Sunday and Monday, but the Prime Minister's address followed the news that the American bomber force had begun to escape our own (RAF) and soon will be substantially greater still."

But the Prime Minister's speech, and the force which it announced across the Reich, were only part of the black picture which for 60 hours, "(Continued on page 4)"
Heavies Again Blast Reich's Air Vitals

Schweinfurt, Gotha Bearing and Plane Plants Hammered

15th Major Day Raid of Record Month Meets Fierce Opposition; Largest B-26 Force Bombs Enemy Airdromes

Missed Bums 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 a week.

Schweinfurt and Gotha, some 450 air miles from London, and other targets across the Reich, were bombed by 1,799 heavies as they 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 big-bearing works at Schweinfurt and the Messerschmitt plants in Gotha. Berlin, Radio said, lost heavy bombers, which hit the Reich while the EighthAAF was hammering Wednesday, again joined the assault.

As the heavies and their fighter escort fought in the air, theנדרシャウ planner, called the Berliners their strike zone.

Berlin, Radio said, lost heavy bombers, which hit the Reich while the EighthAAF was hammering Wednesday, again joined the assault.

As the heavies and their fighter escort fought in the air, the growers in the strike zone lost their crops. Berlin, Radio said, lost heavy bombers, which hit the Reich while the EighthAAF was hammering Wednesday, again joined the assault.

The raid may have scored a "terrible blow," as the Radio reported, and it was the German Air Force's first attack on Schweinfurt once the site of Germany's major aircraft bearings works. Since the October 14th attack, the Nazis had been able to mount a series of daily raids, but this time they were driven off by the R.A.F. with heavy losses, according to the Radio.

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

MISSION #6
MARCH 5, 1944
MONT-DE-MARSAN

This was my longest mission, was sixty miles from Spain, saw the pyramids and some 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 airfield, really hit it, saw buildings, planes and runways going up. Carried forty, one hundred-pound G.P.'s, no flak, but had three attacks by F.W. 190's, one came on in, I had some heat, didn't see it until it was almost to late. Got short burst at it, two came on my side and I had some good shows, 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.

Raiders

(Continued from page 1)

have no safety by day or night. All Germany burns the same home.

While the bombers were over Germany Saturday, Allied light and medium bombers kept up the attack on targets in France. RAF bombing Saturday night was limited to Mosquito attacks which again started the fires in Berlin and Hamburg against targets in eastern Germany. At 9:20, a detailed study of reconnaissance photos confirmed earlier reports that production of Me-209boms at the Berlin plant in central Germany had been knocked out as a result of the Feb. 24 attack by Eighth AAF Liberators. By 12:20, the photo of the Gotha plant in eastern Germany was examined and the same conclusion was reached by direct bomb hits. Fourteen other buildings were more than one-third damaged, 12 more "severely damaged" and eight in some fashion. From which apparently swept through some buildings which had escaped direct hit contribution to destruction, the photos showed.

Liba, B26s Hit France
In a Follow-Up of Epochal Blow

American bomber units squarely switched their attack in the west yesterday after Saturday's daylight penetration of the heart of Germany, in which Berlin for the first time felt the impact of American bombers. Liberators, Marauders and endless waves of Allied medium and fighter bombers darted across the Channel in daylight yesterday to pound military objectives in France and to ram the March box score in four heavy bomber missions in the next 24 hours. The Marauders were out twice, losing one plane.

Air Force Rangers were grounded after their tragic day's work on Saturday, which included the bombing of the Reich capital by one formation of which carried out widespread attacks on targets in what officially was described as "eastern Germany."

Bomber Columbei Hill, New York, in an official bulletin, German radio said that both Bombs and Columns had been among the targets for the B-17s, which included the demolition of military installations in Munich. The B-17s, which had seen much of the war's heaviest fighting, came from the United States, Britain, France and Russia. It was claimed that it was the second successive day that U.S. bombers had tried to get through to Berlin, and said that "daily a small number reached the build-up area."

Fighters Over City Friday

On Friday, American Lightning had carried out the first U.S. penetration of the city itself, sweeping down the Rhône valley along the 350-mile route from Spain, but sending out fighter or fighter-bombers to meet the Focke Wulf 190s and Messerschmitt 109s which were on the attack in the city.

As the American light bombers reached the outskirts of the city, the fighter-bombers were met by a dozen enemy fighters which scattered to the east. But the Aluminum Bombers, which included the B-24s, dropped their payloads without interference from the enemy.

It was the first time Berlin had been directly attacked by the B-24 Liberator bombers since the RAFFE 28 formation flew over the city in March last year. It was the first time the city had been subjected to attack by a powerful air force.

"Heavy congratulations on first United States bombing of Berlin. It is a step forward a step since they were last attacked in July, but now they know that they are not alone."
**Mission #8**

**March 20, 1944**

**FRANKFURT, GERMANY**

**HEAVY FLAK GOING IN, TURNED BACK 10 MIN FROM TARGET**

Due to weather, had solid overcast, intense flak at coast, lost three ships, saw no enemy fighters, weather was warm today -215° at altitude. Time in air 7 hours.

**Raid 1**

**Hunten, Tex., head bomber of one Fortresses formation. One group of eight enemy fighters, but the flak was pretty intense, but not enough to make a visual impression. However, we could see our check points and I believe we hit it.”

**Mac Arthur B. Bridge of San Antonio, Tex., who led his group’s attack in the ship piloted by Lt. John A. Shemesh of Cary, N.C., reported that he flew over the target, but not enough to see a visual impression. However, we could see our check points and I believe we hit it.”

**Went after rocket installation had ten/fortyths and no huff, so we didn’t drop our bombs. Was over target and back before I knew we were in France. Dropping no chaff, had moderate flak at coast, time in air 4 hours.**

**Mission #7**

**March 13, 1944**

**S.T. POI, FRANCE**

**Forts Again Hit “Rocket Coast”**

Temporarily ceasing off-target work while six weeks’ series of major attacks against Germany, a small force of Fortresses, escorted by Thunderbolts, yesterday attacked the Pas de Calais area which had been subjected to enemy aircraft. Two bombers failed to return from the operation, the bomb for Eighth Air Force, however, in the first 13 days of March it was estimated that eight that American and British bombers, and fighter-bomber at every type have flown some 35,000 miles in the last three months against this “rocket coast” of France. Unoubtedly the area is now the most fortified 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 installation, had ten/fortyths and no huff, so we didn’t drop our bombs. Was over target and back before I knew we were in France. Dropping no chaff, had moderate flak at coast, time in air 4 hours.**

**Mission #8**

**March 20, 1944**

**FRANKFURT, GERMANY**

**U.S. Heavies & Strike Close To Frankfurt**

B26s. Fighter - Bombers Hit Alfred Rail Targets in France

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

Bombers and Liberators dropped their way through bad weather and diving conditions to bomb targets in the Frankfurt area of western Germany, with virtual no opposition from enemy fighters. Eighth and Ninth Air Force bombers and fighters also hit targets in northern France — at Abbeville, Paris and Cercis--all night.

Shortly after 9 a.m. last night, Frankfurt radio broadcast a warning that enemy aircraft were entering German skies.

**Second to B-17 Bomber**

As the second Fort and Libs moved out in the early morning hours, they were taking the air for the second time in over three weeks. On Sunday, Fortresses and Liberators from England, France, and Belgium went through enemy territory, leaving a trail of smoke and flames as they peeled off to the west.

The weather was clear at 9 a.m. when the Libs took off from England, but it was cloudy over Belgium and France.

**Lost Enemy Fire**

Many Fortresses broke their “perfect fighter escort” and the P-47s stayed with them all the way to the target. Some crews reported seeing no enemy fighters at all.

Bombers, but late night reports, that yesterday’s attacks also were directed against targets in northern Germany, although the German Air Force had reported bad weather for the failure of the Libs to start the bombardment.

The Liberators, totaling some 15 ships, were led by Major W. E. Langford, who reported the close escort of the Eighth Air Force. The Liberators also were led by Major W. E. Langford, who reported the close escort of the Eighth Air Force.
Day Raids Follow Greatest Bomb Blow

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 airstrips in the wake of the RAF's greatest bombing assault of the war—a 75,000-ton blow on Frankfurt Wednesday night.

As 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 Marmalade raids in the occupied countries—carried the USSTAF to 18 missions this month, equal to the record score of February. It also was the 11th attack of the month on the Reich itself.

Twenty-seven bombers and six fighters were reported missing from a force which included between 500 and 750 bombers and something less than 1,000 P-47s, P-38s and P-39s of the Eighth and Ninth Air Forces. Twenty enemy planes were destroyed by the heavy bomber claims which had not been compiled late last night.

Several Targets Hit

Railroad yards at Hanau, a war factory at Munster and Luftwaffe bases at Adnet and Hildesheim were bombed in good visibility, and crews reported direct hits. Industrial targets at the Messerschmitt production center of Augsburg were attacked through clouds, the climax of the assault since Feb. 10 on that area.

While the U.S. formations were going to Germany for their sixth consecutive day of attack, five were reported still burning in Berlin, object of Wednesday's USSTAF blow. Stockholm reported five communications with the Nazi capital that had been cut a week and a half ago.
"Mission #9 and #10"

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

MISSION #10
NANCY, FRANCE

WENT AFTER AN AIRFIELD, BUT OUR KIEMAN
DID A LOUSY JOB OF BOMBING ON WAY BACK SAW A
GROUP HIT ANOTHER FIELD AND NEARLY PLASTER IT.

HAD MODERATE FLAK GOING IN AND OUT, HAD
INTENSE FLAK HALF WAY TO TARGET, HAD
BATTLE DAMAGE TO PLANE, FELL VERY LOW.

TODAY, 14,000 FT, TOOK OFF AT 0730 AND LANDED
AT 1330.
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 debris. 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 3030 hours. By the time they were ready to land, it was dark, and the jereys 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 strapped 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

APRIL 3, 1944
BRUNSWICK, GERMANY

MISSION # 11

This was my deepest penetration into
Germany so far, had no flak at coast, but
Intense flak halfway and at the target. The
target was hit by Group in front of us. We hit
many building and set off many large fires.
Cn way out, at Zuyder 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
and the last chute was ripped, took
off was at
0740 hrs. and
we landed
at 1438 hrs.

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

(Continued from page 1)

flights have slowed German plane production
and caused its fighter output particularly to drop sharply.

As in the Saturday assault on Bruns-
wick, which alone cost the USAF 30
of the 34 big bombers lost during the
day, there apparently were 25 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 USAF on Oct. 9, 1943 when Gen.
Arnold called "the greatest example of
daylight precision bombing."

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

The first bombing of Marienburg
occurred on a day when Göring was to
visit the plant and present an efficiency
award, after which the workers were to
put on an air raid drill. When the siren
sounded, they believed it was the dem-
Onstration and were preparing 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. 9 involved round trips of
about 1,800 miles.

The attacks on the widespread raids
yesterday spread Germany's fighter defenses
beyond a tremendous size, and first
returning fighters said that resistance in
the air was feebler and sporadic. In 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 in Poland.

Photographs taken during and follow-
ing the Saturday attack show considerable
damage to the Wilhelmsen and Neuperthor
Me110 fighter components factories at
Brunswick and to the nearby Wilhelmske
engineering works, headquarters said last
night.

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

All the most important buildings were
hit but the Wilhelmske plant, which
makes boilers, structural steel and equip-
ment for the chemical industry.

At the Handorf, Aechner, Oldenburg,
Quenschenhucht and Rheine airfields, the
attacked Saturday by B-17 Flying
Fortresses, damage varied from severe to
moderate. Several airfields 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
were 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—P-47s,
P-51s and P-38s—shot down 11 enemy air-
craft. One fighter pilot said he had never
seen the enemy attack with such numbers
or determination.

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

Great Blows At Germans' Air Defenses

Multiple Assaults Follow
Heavy Attack Saturday
On Battered Brunswick

Flying Fortresses and Liberators
plundered 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.

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

All of the targets yesterday were Focke-
Wulf plants. While one task force made
a round trip of at least 5,700 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 bridge yards serving troops on
the Russian front.

At Posen, 150 miles east of Berlin, and
760 air miles from London, are
plants making fuselages, tailplanes,
rudders and other parts of the
Warnemunde, 530 miles away, are fuselage
plants and factories making the Arado
seaplane. At Tutow are still other FW plants.

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

11 Dawn in Sweden

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

The heavy raids, supplemented by
blows of Marshall, were aimed against
airfields and the Hasselt railway
Center in Belgium, were part of the
offensive designed to give the Allies
complete supremacy before the ground
troops land on the continent.

Gen. Henry H. Arnold, USAF chief,
said in Washington that the Allies "are
dying along on their program of destruc-
tion of the German air forces that will
enable the movement into Germany with
ground troops."

The USAF, he said, is just reaching
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 3)
Pre-Invasion Air Blows Pass 96 Hours

MISSION #12
APRIL 11, 1944
BERNBOURG, GERMANY

HAD PLENTY OF FLAK TODAY, HAD LIGHT FLAK AT COAST GOING IN, BUT INTENSE FLAK HALF WAY IN, WING UP, AND AT TARGET. HAD GOOD HITS ON TARGET BUT SIX BOMBS FAILED TO RELEASE, SMITTY THEN WENT INTO BOMB BAY AND KILLED THEM OUT, CREW SAW TWO, 246 GO DOWN, HAD MANY HOLES IN SHIP, HAD ONE LARGE 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 1945 HRS.

‘Softening-Up’ Air Drive Gains

Aromatic for oil pipe to ruin a number blow at the bothered Nazi airfields diy. Others made for only, quiet attacks at other targets.

German radio stations, whose early warning system was busy most of the day—crank when the sirens were closed down as raiders appeared overhead—reported enemy engagements all across Germany, particularly in the Hanover-Wolfsheen area. Other air bases were also engaged, reported a German Air Force official, and a German News Agency report described a caving attack 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. Releasing seventeen reported heavy formations but missed their own lighter formations. The lighter formations attacks on some of the bases but we got through OK. — Ed. William B. King, Chicago, Illinois Reporter.

Saturday, seventeen additional bombs were dropped on Bland, Hendorf, Arnhem, Alexander and Quickborn, all in northwest Germany, while London, the Arsenal, London, 150 miles from the Battle of Britain. Wall, and other bases were engaged in the area. That day the USAAF lost 24 bombers and 34 fighters, where the bomber crews destroyed 6 enemy craft and the fighters 8.

Sunday, uncounted Fortress formations flew across the Ruhr in Menzberg, Gamburg and Pau, fought through intense opposition and lost. Liberators and four B-24s were also downed. Germany was swiftly manufacturing Pock-Wolf fighters and some of the planes were able to escape the attack against the Luftwaffe.

The day's score was 31 bombers and eight fighters lost, 42 enemy planes destroyed by the bombers and 26 by the fighters.

Monday, airfields and plane-repair depots in Belgium and France took a pounding as the Fortresses were in sight. By the Junkers engine repair plant in Hanover and the Miennich plant in Münster, 600 miles from the American invasion front. The factories were producing more than ten planes per day. Germany was losing her arms race.

The day's score was 31 bombers and eight fighters lost, 42 enemy planes destroyed by the bombers and 26 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 strafed their heaviest pre-invasion bombs yesterday as they smashed Nazi targets the width of Europe—from France to the Baltic Sea—in the wake of a 6,000-ton night attack against Berlin.

At an air front of nearly 2,000 U.S. warplanes thundered out from Britain just after dawn and despatched task forces throughout the night. Each of them carried almost the same weight of bombs and flashed the same line of fire out across the divided land mass of Germany.

Hundreds more medium bombers and their escorts lashed out at objectives in France and Belgium.

In their fourth straight day of attack and their seventh month, USSTAF Fortresses and Liberators hit hitherto at Ochserstine and Berenberg, in central Germany, according to an official announcement, and the Nazi railroad system across the entire western front and in the Reich itself. British medium bombers and other formations were attacking targets along the Sieg, Weser and Rhine in western Germany; and North and North East England against enemy communications from France to the Baltic Sea. Targets were attacked by around 200 aircraft in the attack.

As the air front went over, Gen. Eisenhower told a group of American pilots that they were in a long blood-drenched invasion march and that he would believe in their success in ending the war against the Nazis and Hitler.

During this period, the USAAF and RAF air forces, in cooperation with U.S. Army units, attacked many targets from weapons bases in the Reich. This was in the wake of the invasion of the Soviet Union.

Hostile forces reached the RAF force, including Me109s which went to Manchester and the Route. Twendy-two aircraft were reported missing, over the area which included Heston, Twyford, Green, Amiens and Laon. Mines and bombs were dropped on enemy targets.

The RAF forces were actively worked through most of their attack, which began with the Junkers Engine plants and continued unbroken until the end.

Base at Pau was a key to the attack, which knocked out a number of factories and cities.

The day's score was 31 bombers and eight fighters lost, 42 enemy planes destroyed by the bombers and 26 by the fighters.
RESTRICTED

Oak Leaf Cluster Citation

HEADQUARTERS EIGHTH AIR FORCE
Office of the Commanding General
AFO 634

GENERAL ORDERS)
NUMBER 271

13 April 1944

EXTRACT

Under the provisions of Army Regulations 600-45, 22 September 1943, and pursuant to authority contained in Restricted TT Message No 2139, Hq USAAF, 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 S. Hamlin Ave., Chicago, Ill. (1st Oak Leaf Cluster)

* * *

By command of Lieutenant General DOOLITTLE:

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

A TRUE EXTRACT COPY:

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

RESTRICTED
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 AIR, HIT 1 SHIP ELEMENT, BOMBARDED BY G.A. AND HAD SOME GOOD BOMBS OF TIME IN AIR FOR FOUR HOURS. A REAL MILK RUN.

Lufthansa’s Fields,
Invasion Defenses Rent by U.S. Fleets

Day Thrusts Into W. Germany Mark Thirtieth 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 Fortresses delivered smashing blows yesterday at strategic marshalling yards, major railroad and airfields in western Germany. Between 750 and 1,000 bombers took part in the attack, which extended all the way by an equal number of P-47s, P-51s and P-38s.

The giant armada, based over the English coast only a few hours after the greater force of RAF bombers ever dispatched against targets in Europe, numbering more than 1,000, had hurled a load of 8,400 tons of bombs on railway targets in France.

Within 30 hours, it was estimated that the Allied air forces had sent 16,000 bombers—bombers, fighters and fighter-bombers, as well as the heavies and light bombers—to smash some 2,500 miles of high explosive and incendiary on army installations, and railway centers, rail yards and defense lines of railboxes on the western front. The move was the most fierce pre-invasion aerial assault on known enemy territory, with the RA F and American groups attacking railway junctions and rail lines to the north, west and the USAF prodding the Luftwaffe’s strength by day.

And so light was the opposition encountered that it appeared evident that the Germans were building their defense too evenly and with too little preparation. Louder and louder the rumors went that the Germans were feeding their defenses. However, there were at least two groups of German fighter-bombers on the block.

Lessons Extensively Low

Lest in all the operations, World War II was anything but light. The RA F, attacking in bombers, long on long range, lost only 14 percent, less than 14 percent, and the U.S. Army Air Forces, by losing 14 percent, lost less than 14 percent.

Crews of the RA F, attacking in bombers, long on long range, lost only 14 percent, less than 14 percent, and the U.S. Army Air Forces, by losing 14 percent, lost less than 14 percent.

While the big formations of the day in Germany, either direct against the main German, or indirect from northern France, hammering at the defenses behind the actual invasion, was the RA F and American units of the USAAF, less than 14 percent, and the U.S. Army Air Forces, by losing 14 percent, lost less than 14 percent.

A separate force of Liberators struck the Paf de Calais area at a rate of only one bomber; and Maintenance of the North European Theater, as well as the RA F, less than 14 percent, and the U.S. Army Air Forces, by losing 14 percent, lost less than 14 percent.

The German air force, in contrast, was caught red-handed, and many fighter planes were hit in the attack on the marshalling yards in France. In all, the U.S. Army Air Forces, by losing 14 percent, lost less than 14 percent, and the U.S. Army Air Forces, by losing 14 percent, lost less than 14 percent.

The German fighter units, however, were seen attacking on the flanks, and some of the fighter planes were knocked down, but the bombers kept on.

Anti-aircraft, too, was a reduced threat, and the RA F, by losing 14 percent, less than 14 percent, and the U.S. Army Air Forces, by losing 14 percent, lost less than 14 percent, and the U.S. Army Air Forces, by losing 14 percent, lost less than 14 percent.

In an attack on the marshalling yards, the RA F’s Liberator 4,400, was hit by the following missiles from a group of German fighter planes. The damage was minimal, and the crew managed to return to base safely.

TARGETED RAIDERS

Bombers attacked railway targets, gathering a large number of P-47s and P-51s at the marshalling yards. The German fighter planes were an equal number of P-47s, P-51s and P-38s. The two groups of German fighter planes were attacking the marshalling yards on the flanks, and some of the fighter planes were knocked down, but the bombers kept on.

Crews attacking Wettl air base were hit, and two of the crew members were captured. The weather was overcast on the return trip, and the aircraft was diverted to London. The report stated that the weather was overcast on the return trip, and the aircraft was diverted to London.

(Continued on page 2)
Mission # 15

April 20, 1944

Bonnieres, France.

Went after rocket installation again 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.

Spanish Atlantic Wall Gets Heaviest Air-Blitz

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 yester-
day 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 tank forces of the First Armored and Ninth Armored. The storm
hit from 10 a.m. to 10 p.m. as 2,000 aircraft started off from a main fleet of some 1,500 aircraft, outflanked by
200 and 750 U.S. fighters. Other fighters were ranging all across France, hitting the Luftwaffe.

Munition medium bombers, covered by RAF and Allied Spitfires, and
other fighter forces, joined the attack for hours through the late afternoon
and early evening. The result of the air attack was disastrous. The Luftwaffe
ran into the heaviest attack the air force ever met from Allied forces.

The Allied Wall was raked at nearly every point, and experienced mass
attacks, including one by Ninth Air Force Thunderbolts which hit enemy
tanks and aircraft at the port of Calais. The Ninth Air Force's Thunderbolts
hit enemy tankers and aircraft at the port of Calais.

The attack was launched against the port of Calais, which has been
subjected to heavy Allied air attacks through the winter.

Some formations met enemy fighters and 1/Lt. Carl J. Lohse, pilot, 302d
Munition group, was shot down and captured.

The attack was launched against the port of Calais, which has been
subjected to heavy Allied air attacks through the winter.
North-South Attacks Renewed

Heavies Hit In Rumania And Reich

Co-Ordinated Thrust One Of War's Biggest Naza Til Of Figure Battles

A force of 1,000 American war planes yesterday暴风 the aerial version of Germany and Nazi-held Europe, striking from north and south in one of the heaviest co-ordinated attacks of the war.

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

From bases in Italy a force of 250 to 300 mostly American war planes, under the command of General Lucius D. Clay, also co-ordinated their attacks with the Eighth Air Force, with as many fighters, from bases in the Balkans, southern France, and northern Italy, to bomb a capital of Rumania, targets at Friedrichshafen and an aircraft plane at Belgrade, in Yugoslavia.

With the huge force of bombers from the Eighth Air Force scoring a direct hit through German defenses near the south-western Rhine, some of the fighters swooped down on German airfields and left scores of parked Nazi planes burning after striking attacks.

One bomb hit a night fighter base in Germany.

Co-Ordinated Thrust One Of War's Biggest Naza Til Of Figure Battles

One bomb fell on a night fighter base in Germany.

North-South Air Blows Resumed

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

(Continued from page 11)

announcement of news or claims, it

seemed likely from unofficial reports that

including planes despatched on the ground,

the fighters had tied up one of their

bad days.

For two days the sky announcer of

specific targets other than Friedrichshafen,

but from Switzerland came reports that

big first could be: seeing bombers across the

Swiss-German border at Dettingen, Memmingen, Mittenwald and Auerlil, all

within a short radius of Friedrichshafen.

Other fighter groups reported other air

attacks with Nazi interception, but a few

units made the entire trip without

serious contact.

Fighting Continues Day And Night

Most of the bombers Permission which

at night from 1,900 fighters as they

bombed the Swin targets found their weather to

point their targets as they

training their goals. On the

last eight days. They

were backing up the pre-attack

duration of the German long-range fighters hit a last Sunday evening.

Germans radio stations described the positions of the border formations across Europe as being clouded from north and south, and stated that pilots were

for today the pilots are
guaranteed to hit their targets. The

front to the South when they

back from

Friedrichshafen to report not a single

strike fought, although, a few were

punched in the distance, but a

woman, 61,750 tons, ran into one of the

toughest bases at its own, with the

targets, feeling encumbered, unanimously

decided not to send in the

bombing flights at the bombers.

Liberators flew back to base after what

one commander called "a perfect mission," and reported attacks by only three

fighters

while there was no immediate

(Continued on page 4)
Mission #17

APRIL 26, 1944

PADERBORN, GERMANY

Col. Mason O. Newell led our group for first time. Our target for today was an air field, had ten tenths from the Zuyder Sea to the target and back. Didn't drop any bombs as we had no PFF with us. Had flak a few times out they were not accurate. Time in air six hrs.

Heavies Hit Reich Unchallenged

MISSION #17

Nazi Plans 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 bombers 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.

Bombers, having American fighters, together with Allied light and medium forces, meanwhile returned again from British bases to hammer targets in northern France, where seaward a daylight hour has passed since April 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 twentieth 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 comparatively easier task. 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 R.A.F., 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 Nazi propaganda machine, however, was caught flatfooted in its radio account of the daylight raid yesterday to Brunswick. After the usual description of "fearful air battle," the radio said that Nazi interceptors had engaged the U.S. bombers in "wonderful 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 "wonderful fighting," which piled oddly with reports from all but one formation that only a single Liberty ship had been sighted from the coast of England to the beach of Germany and back.

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

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

Report Other Targets

The Germans said that Osnabruck, 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

Heaviest U.S. Air Blow On 16 Hours

APRIL 27, 1944

WAR'S HEAVIEST U.S. AIR BLOW

(Continued from page 1)

WIZERNES, FRANCE.

WENT AFTER ROCKET INSTALLATIONS AGAIN.

REALY HIT THE TARGET. HAD EIGHT O'CLOCK.

THOUSAND POINT BOMBS FOR OUR PART.

HAD MODERATE FLAK OVER TARGET, TIME

IN AIR FOUR HOURS.

BLAINVILLE, FRANCE.

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 Paul Hatten

FIRST OF A THREE-PIECE STORY SERIES IN THE "CHANNEL SHUTTLE"

Aircraft in the area around Calais were heavy targets for the British and American bombers. The German Flak batteries were more than a match for the Allied aircraft, and the bombing was intense.

(Continued on page 4)
Missions 20, 21, 22

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

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 warplane attacks 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 week-old mast of stormy weather from Channel and Continent, nearly 1,000 Flying Fortresses and Liberators, executed by almost as many fighters, attacked Germany's capital at yesterday's dawn, bombared through solid clouds which obscured the Luftwaffe's interceptors area and came home without a single combat with enemy aircraft.

Likewise from bases in Britain, medium Messerschmitts 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, staged 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 stream of bombs which over the weekend fell away to minor although regular raids 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, finding 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.

Fifty thousand, and night bombers hit a number of targets with attacks on Berlin and the cities of western Germany.

Berliners the weekend's heavy weather beind the Straals of Dover were yesterday's attack on Berlin and the allied-occupied areas. Large numbers of bombers and dive-bombers which concentrated on targets in southern and central France.

Daylight activity from Friday - Sunday evening was "not on a large scale," a joint RAF/SAAF communiqué announced, with Thunderbolts dive-bomber attacks on airfields near Rouen, Nantes and Montlucon.

Missions 10, 21, 22

SINACOURT, FRANCE - ROBOT Bombs Installations Did A Good Job of Bombing, Had No Flak, Saw No Fighters, Areal Milk Run, Time in Air 4:45.
Berlin Blasted as Air Offensive Resumes

M I S S I O N  #  2 3
M A Y  1 7,  1 9 4 4
B R O U N S W I C K,  G E R M A N Y

ONCE AGAIN OUR TARGET WAS BRUNSWICK. WE WENT AFTER AN AIR FIELD AND MARSHALLING YARD, BUT DIDN'T EVEN KNOW WE WERE GOING UNTIL 15 MINUTES BEFORE TAKE OFF. WE CAME OVER TO OUR DAMNED AND GOT US ABOARD OVER THE EQUIPMENT AND TOOK OFF, NOT UNTIL 8:00. THEN TO THE PLANE, NOT UNTIL 8:00!

WE WERE GOING.

DID A BUSY JOB OF BOMBING, LEAD SHIP. SCREWED UP, MADE THREE PILOTS OVER TARGET, BUT WE MISSED, WAS IN FLAK FOR 37 SOLID MINUTES. SILENT THROUGH 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 THIE. NOCKER OUT HYDRAULICS IN TAIL TURNT.

WAS JUMPED BY THREE WAVES OF FIGHTERS, IS 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 247 GO DOWN A COUPLE OF LIDS.

CAMINO OUR GROUP ALL SHOT UP, SAW BURNING PLANES AND CHUTES ALL OVER THE SKY. THIS WAS MY ROUGHEST MISSION, REALLY SWEAT 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 Fortress and Libyons, striking a double-barreled blow to 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 have indicated that the Luftwaffe was dealt a heavy blow.

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

A second wave of fighters was followed by a third hour later, this time by Libyons. Most of the Allied fighters were shot down, with only a few, according to German radio.

The continuous reports indicated that at least 300 fighters had been shot down in German craft during the two raids.

Returning 244 fighters reported increased losses and some fighters' reports failed to return.


The fighter units of the 1st and 2nd Air Forces, both of which were attacked by Messerschmitts and Typhoons, reported the presence of the Luftwaffe.

The German radio also reported the presence of German fighters in the vicinity of the attack on Brunswick.

The German radio stated that the mission was aimed at the industrial areas of northern Germany, and the attack was directed at the Mosquitos and Typhoons, bombers over northern France.
May 28, 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 milk run. Time in air 7 hours, 45 min.

U.S. Airmen Hit Luftwaffe Nests

(Continued from page 1)

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

Weather was mixed over the Continent, with cloud layers over some targets facing 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 bombing policy which for weeks has limited-scale interceptions to those occasions when weather favored defense and the target was of prime importance to the Nazis.

The R.A.F.'s night attacks, which picked up where May 16th had left off Monday evening with their second sortie of the day, centered on Dortmund and Bremen, in Germany, and Orleans and Le Mans, in France. Mosquitoes went to Ludwigsburg and an airfield in Belgium, and the pre-invasion misleading aimed at replacing German coastal defenses continued—all for the loss of 17 aircraft, the Air Ministry reported.

While the Allied command was continuing the serial preludes to invasion the Luftwaffe made another series of reconnaissance in force Monday night against British coastal districts, potting areas of swift spy planes over northern England, East Anglia and even the eastern coast of Scotland. Audacious reports of 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 attack 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 attacked an aerial, directed across the skies of western Europe yesterday, bombing down the German air strength Hitler is saving for invasion.

From the edges of the Biscay provinces eastward to the Rhine itself more than 5,000 American fighters— afterward Allied fighter force ever sent up in a single mission—scored some 600 Fortresses and Liberators to six of the Nazi's key air bases. 10 twin tail- yards (bomber) which control European transport bridges, and to other unspecified targets with a few German fighters.

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

1,000 Bomber R.A.F. Raids

Nazi airfields have barely quieted after a night in which the R.A.F., working on the same plan of widespread attack, had dropped more than 1,000 heavy bombs on six targets in Germany and the occupied countries. In the R.A.F.'s first 100 planes into battle combat with nighthawks, 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 to hedge-hops to strafe transport and communication targets, the R.A.F. 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 assault by attacking military objectives in northern France without loss.

As the daylight forces smashed down over the Luftwaffe's installations, the Forts and Libs made virtually unopposed run over the railways junctions of Épinal and Chaumont, in southeastern France near the Swiss border, and up over the main German airfields just behind the first-line coastal defenses:

Camm, Averb, Orleans-Bray, Bourges, Chateau d'Urs and Etampes-Montsoult, all within a 120-mile arc north and southwest of Paris.

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

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

(Continued on page 4)
U.S. Air Fleets Hit Berlin, Paris, Vienna

Mission #25
May 24, 1944

CRLY, FRANCE.

This was a lucky 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 6 hours and 20 min.

Mission #25, May 24, 1944

CRLY, FRANCE.

This was a lucky 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 6 hours and 20 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. Bombs from the Mediterranean and other heavies flew northward to batter the railways winding into Lyon 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 P-47s, 38s, and 315s. Crews reported intense flak over some targets; however, and the day's scores were reported as four heavy bombers and 12 fighters. Nine enemy aircrafts were destroyed in the air, U.S. pilots reported, and an unspecified number on the ground.

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 dek-level strafing of locomotives, troop trains, radio stations and army trucks all across the occupied countries.

Chief targets for the bombers were the rail yards at Mulhouse, Belfort, Sarreguemines, Metz, Thionville, Charleville and Blainville, all in eastern or northeastern France, and at Brussels and Liege in Belgium. The Nazi airfields at Nancy-Essey and Brestiguy, 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)
Newspaper item on squadron having completed 25 missions.

A Liberator squadron commanded by Capt. Heber H. Thompson, of Pottsville, Pa., has been cited by Brig. Gen. James P. Hodges, commanding general of a Liberator division, for completing 25 aerial combat missions against the enemy without the loss of an aircraft or crew. A majority of the targets were in Germany and were accomplished in the face of intense anti-aircraft fire and formidable opposition from enemy fighters. On several occasions the squadron led the formation in the Group commanded by Col. Gerry L. Merson, of Philadelphia.
Under the provisions of Army Regulations 600-45, 22 September 1943, and pursuant to authority contained in Restricted TT Message No 2139, Hq USAFE, 11 January 1944, an OAK LEAF CLUSTER is awarded to the following named Enlisted Man in addition to the Air Medal previously awarded.

Section: For exceptionally meritorious achievement, while participating in five separate 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.

COL J. SCHATZ, 36040846, S/Sgt, 448th Bombardment Group (H).
Home Address: Chicago, Illinois.

By command of Lieutenant General Doolittle:

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

OFFICIAL:
/s/ Edward E. Toro,
EDWARD E. TORO,
Colonel, G.O.D.,
Adjutant General.

A TRUE EXTRACT COPY:

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

RESTRICTED
**Mission #27**

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**Hit a Marrying Yards Which Was Near Strasbourg, Did a Very Good Job, Bombs Dropped All Over the Tracks, Had Very Little Plam, Carried 125000 At Creteu Dunn.**

**Armour Firing**

**Time in Air 7 Hours And 20 Min.**

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**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 fall on London was only a minute's jump off a Hitler's Atlantic Wall and the defense points behind it last night echoed the thunder of pre-attack intensity as Allied air. Beasts 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, attacked coastal points in Germany, bringing in a second night of the war's heaviest bombing, with a conflagration of explosions and incendiaries. The targets were the coastal and southwestern part of Germany, bringing in the 11th hour and 40 min. for the 40 hours from dawn Saturday.

More than 1,000 U.S. and Allied medium and light bombers, fighter- 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 for inland on their second day in a row of 1,000-bomber strength. From Saturday morning, a survey showed, at least 7,200 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 glistening 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 were again shaking coast towns with their roar as the big push near two full days and nights.

Fitted precisely into the massive day-light show was the RAF's second heaviest bombing operation in history—a 4,300-ton attack by more than 1,000 planes against Nazi defense points in France, Belgium and Germany.

As the RAF night bombers came back to Allied light craft crossed the Channel to hit installations behind the coast. By mid-morning, three big forces of Ninth Air Force Thunderbolts, 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)

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**The War Today**

**Italy**—American tanks are driving for Valmontone. Last block on Highway 6 is Rome. German Army troops are in Rome near coast; Eighth Army takes Cepano.

**Air War**—Biggest day and night air attacks of the war see bombs hurled onto Western Europe at a rate of five tons a minute; 1,000 American heavy bombers and 100 medium and 100 light bombers lost by Germany. More than 1,000 fighters, American heavy bombers, backed up by 3,200 fighters, bomb targets in Germany by forces of medium and light bombers. Ninth Plam, Wolfen. Wolfen, Flak:

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**Landing Put Within Boi**

U.S. troops have shot the Pacific-based-bomber range of the PI of the Schoutens Islands in Geelvin Guillaire.

The move placed the Allies less of the Philippines. And, "for strike 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 Peking, on the Manchurian border, down to Hankow, and were reported building a defense belt along it, but the Chinese subsequently announced that they had pierced the line again, and the situation now is obscure.

The Japanese could take the entire line from Peiping down to Canton and repair it if 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 northward from their bases at Yuchow, 120 miles southwest of Hankow. The Chinese in turn launched counter-attacks in the Loyang sector of the central Honan front over the weekend and
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 sudden air offensive to the four corners of Hitler's continental empire and sent Nazi air crews from France to Poland and Denmark to Vienna screening past their 6000-star air base.

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, started some 750 miles to Nazi aircraft plants in Poland, where the first bombs 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 700 Forts and Liberators, covered by many fighters, pounded northward from their Italian bases to bomb the Marseilles manufacturing complex about Vienna in a second major attack of the war.

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

No Rest for Reck 211

It was the second day in a row that medium Marauders and light Liberator, together with swarms of fighter dive-bombers, had been on the scene over Berlin to strafe and hammer sites in the city to the west in high gear while the aerodromes and their engines were sinking deep within Germany at long-range, strafing targets, and they took to the air from bases in northeastern France and the Rosario region of Italy.

The American Marauders of the Eighth Air Force also flattened some 150 miles off the coast of Norway and in the Baltic Sea, and in the North Sea between the British Isles and the coast of northern Europe. In all, some 1,500 bombers and 3,000 fighter planes were in the air above Europe in the second attack of the day.

The third straight day of massed American attack came after a midnight touch by RAF forces at the railway center of Augsburg, in northeastern France, and on the railway and chemical center of Ludwigshafen, in Germany. When these targets had been hit, the RAF returned to the railway objectives on the west coast of Britain and the English Channel, and soon the smoke of German anti-aircraft fire was evident again. Days of bombing Blockbusters across the air.

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 continent all day and dealt heavy damage in Germany's rank and assembly workshops in Kassel and Dortmund, in the oil plants in Ruhland, Stettin, Magdeburg and Zeta, as well as at munition aircraft factories and railroad yards across the Reich. Sunday's phase of the heavy-bomber offensive had been in the face of 700-phon fighter attacks—364 bombers and 13 fighters, with 93 enemy aircraft claimed.

Airframe System in Chaos

Yesterday, as the German submersible system was thrown into chaos by the air fleets which flew into the Reich and Austria on an coordinated schedule, targets at Poznan and Koenigswald in western Poland

(Armed with page 4)
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. I HAD RECALL AFTER
ENTERING FRANCE, SAW NO FLAK OR FIGHTERS.
GOT SORTY CREDIT.
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 raids of American heavy bombers yesterday thundered over France's Channel coast to give the Pas de Calais its biggest single pounding of the war, while at the same time, Italy-based U.S. heavies rained hell on rails 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 U.S.第八空軍 bombers launched another attack on the southwest coast of France and five Balkan rail junctions.

Proximity 3,600 tons of explosives were dropped on Germany's West Wall defenses by nearly 1,000 British-based Fortresses and Liberators. No one enemy fighter was encountered as the heavy shipdropped by about 500 Eighth Air Force P-47s, P-51s and P-11s dropped their bombs through clear. 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 afer nearly two weeks in which major blows from Britain had been directed at strategic targets deep behind the coast and up to 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 Balkas, MAAG U.S. heavy bombers pounced railroad yards at Miskolc, 100 miles northeast of Budapest; Sosnow, 35 miles southwest of Budapest; Stegod, five miles from the junction of the Jugoslaw, Roumanian and Hungarian borders, and the Cluj and Simeria, in Transylvania.

For the Sosnow area, through which the German rail lines 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 to the second attack in as many nights on the French rail center 150 miles southwest of Paris.

As the same time an unidentified military objective near the coast of France was raided and Me109s were shot down 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, U.S. Eighth Air Force headquarters announced that American heavy bombers had dropped more than 63,000 tons of bombs on German Europe in May.

In May, the U.S. Eighth Air Force dropped 63,000 tons of bombs from barfed Pass de Calais to the Balkans. Operating from
RESTRICTED
HEADQUARTERS 2d BOMBARDMENT DIVISION
Office of the Commanding General
APO 558

GENERAL ORDERS

NUMBER 89

EXTRACT

AWARDS OF DISTINGUISHED FLYING CROSS

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. 200.5, 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: 411 Patterson Street, Chicago, Illinois.

By command of Brigadier General HODGES:

OFFICIAL:

/s/ George L. Paul
GEORGE L. PAUL
Major, AG
Adjutant General

DANIEL M. SIMMONS,
Major, Air Corps.

RESTRICTED
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 were shot down over France and were able to bail out and were picked up by the French underground, since they did not have photographic equipment to take pictures of the boys, so we carried these pictures so that they could put them on false identification papers. Then they were walked down through France across the Pyrenees into Spain, then to England, interrogated, 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"

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 A
712TH SQ
MAY 26, 1944

HOBERT SALE
CREW 2
712TH SQ
MAY 30TH, 1944

JOSEPH KASAWAK
CREW 27
713TH SQ
MAY 30, 1944

HAROLD BERNSTEIN
CREW 11
712TH SQ
MAY 31, 1944

DENZIL STUMBO
CREW 34
713TH SQ
JUNE 2, 1944

EMERSON MILLER
CREW 2F
713TH SQ
JUNE 6, 1944

M.S. CABALLERO
CREWIS
712 SQ
APRIL 23/44 - P VA

a radio-operator
Ike's D-Day Speech

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.
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 king of fighting.
"Returning To America after 30 Missions"

**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 airfield as instructor. Sgt. Schatz holds the distinguished flying cross and the air medal with three oak leaf clusters.

Priv. Sol J. Schatz of 1904 S. Hamlin av. is another Windy City fighting man who wants to help "Keep 'em Flying." He has graduated from the Air Corps technical school at Chanute Field.

Sgt. Sol J. Schatz, son of Mr. and Mrs. Morris Schatz, 1883 South Springfield avenue, is an aerial gunner on a heavy bombardment crew now in training at Casper, Wyo.

door neighbor, Sol Schatz, 32, of 1248 S. Spanling av., enlisted in the army nearly a year ago and is stationed at Camp Shelby, Miss.