Sol J. Schatz

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

Sol J. Schatz

Veterans History Project Transcript

Interview conducted
August 13, 2008

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

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

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

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

Were you drafted, or no?

I was drafted.

Really?

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

So you actually were drafted before Pearl Harbor?
Yes, I was.

Were you in school at that time?

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

You were able to do that at that time?

At that time, I could do it, yes.

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

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

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

You knew that?

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

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

I went to Crane Tech.

So you were on the West Side then?

Yes. I was on the West Side.

Lawndale, or?

In that area.

Yes.

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

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

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

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

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

So were you living at home at that time then?

Yes.

Yes.

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

How did you find basic training?

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

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

I believe it did.

Yes.

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

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

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

Yes.

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

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

Yes. Right near Champaign. We, let's see, we completed our schooling in January, February of '42, and, from there, I was sent to Greenville, Mississippi, which was a basic
training base for cadets. There, I became a instructor at the school in, let’s see, it might have been August of ’42. My wife came down, and we got married. And next year I was transferred.

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

Maybe.

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

Instructing?

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

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

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

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

Just my wife.

And what did she think?

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

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

I was still a buck sergeant.

A sergeant.

And I never got that stripe.

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

Most of the places, yes.
Did they have like an enlisted men's family quarters, or something, or--?

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

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

That's right.

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

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

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

'43, yes.

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

Right.

So that's two years later, then?

Yes.

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

Yes.

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

Yes, from all over.

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

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

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

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

That’s was our--

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

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

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

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

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

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

So you were part of the 8th Air Force?

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

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

Yes, you can see from my album that we hit a lot of bases in Germany. Airfields, good lot of parts factories, wherever they sent us, that’s where we went.
So did you have any casualties in your unit, in your crew?

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

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

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

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

Yes.

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

Did they all die then?

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

So that meant they lost three men then or--

No. They lost five.

Five. Ten people in the crew, I see.

Yes.

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

Right.

And on the harness, there was something?

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

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

Did you ever have to serve as the lead ship?

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

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

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

He would hold the camera?

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

So you were a waist gunner

Most of the time.

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

Yes.

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

Oh, all the guns were 50 millimeters.

50 millimeters.

Like two barrels or--

No, waist guns were single guns. The tail or the turret guns were twins. Twin 50s. Either the top or ball turret, or the nose or tail turret.
Did it affect your hearing at all, firing the guns?

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

Yes. So--

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

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

Usually.

And then the next day?

Next day.

And were you able to--

It wasn't for many.

And were you able to relax, or not really?

A certain amount, yes.

A certain amount.

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

Yes.

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

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

June 2nd.

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

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

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

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

Yes

you’d completed your required service?

Your time in combat.

Yes.

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

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

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

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

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

And your plane usually?

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

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

*So did you fly at night or in the day?*

All our missions were daytime.

*And did, but the pilot, or your lieutenant, or your pilot, he didn’t know what the mission was until—*

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

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

I had that feeling, yes.

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

We just felt that way from the very beginning.

*From the very beginning.*

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

*Yes, and to be able to project that power across two oceans, it’s just—*

Yes.

*It’s hard to—*

It’s hard to picture.

*Yes.*

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

I think the worst mission that the Air Force went on was the raid at Schweinfurt, the ball-bearing plant. And we had our biggest loss of planes that day. We, our group, went on
that mission, but our crew, as we hit the coastline of France, we blew the hydraulic system, so we aborted. So, we missed that mission. And the Air Force lost something like twenty or thirty planes that day. And they were actually talking about night bombing, but they stayed with the daylight bombing. We bombed during the day, British bombed at night.

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

I don’t think--

*Was it easier or harder?*

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

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

That’s right.

*Yes.*

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

*So your B-24*  

Yes  

*carrying this crew of ten*  

Ten  

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

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

*And get home?*  

And come back, yes. We had the full range of all of Europe with the B-24. And, actually, the 17 had that, but I don’t think they went as far as we did. We were-- we carried a
bigger bomb load. We carried— we went in further than they did, faster. We went in after them and came out before them.

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

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

*Where did that occur in your--*

About the middle of our tour.

Somewhere over the fifteenth or sixteenth mission.

*Yes.*

And that’s-- We had a wonderful time.

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

Yes. I was never much of a drinker.

*Yes.*

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

*Yes.*

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

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

*Is that Mr. Thornton?*

Yes.

*Yes.*
That would be—Thornton and I are the only two left alive.

Yes.

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

Do you remember any particularly humorous or unusual events?

On the missions?

Or while you were in the--

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

That’s interesting.

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

Yes.

No way! That was bad luck.

And was that crew shot down?

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

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

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

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

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

Yes. We landed in Boston on August the 1st of 1944.
Oh. Was that by ship you came back?

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

Yes.

And it was an empty ship.

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

That was another thing about--

*You got all these medals and citations.*

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

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

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

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

To Fort Sheridan.

*Ant that s where you--*

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

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

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

*So some of those crews you trained, they, fortunately, never had to--*
They went overseas. I don’t know what happened to them.

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

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

Yes.

*Where did you receive that promotion, in England?*

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

Yes.

Just went along with the quo.

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

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

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

Yes I bought a car. We had--

*What kind of car did you buy?*

I bought a Chevy.

*Was it a good one?*

Nah, but it was transportation in those days.

Yes.

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

And because of the type of work I was doing up there in Washington, I had no set hours. Like one morning, I would maybe go up at eight o’clock in the morning. Maybe the next day, at eight or nine at night for night flying, or even earlier in the morning. So I had unlimited gas. And we had our ration books for meat and things like that. So we had a
nice little apartment up there in Washington. It wasn’t a bad way of life if you took it with a grain of salt.

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

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

*Yes.*

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

*Yes.*

*Were you an only son or a--*

Yes.

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

They didn’t want me to go.

*Yes.*

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

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

I never went back to it.

*Did you use the GI bill or--*

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

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

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

Well--

That's a tough one.

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

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

And you gave it up.

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

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

No, never went up before.

Wow.

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

Yes.

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

Yes.

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

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

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

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

Yes.

Like I said, it was fun! And, same way, in my last few weeks of gunnery school, they would take us up in a plane, and we’d go out over the bay and practice shooting at targets. And all of these pilots were putting in for overseas combat for flying. And they just wouldn’t send them. And they were soon bored with their job, and coming back from zooming out on the bay, they’d play tic-tac-toe with the plane, and things like that. And while you’re standing in the back and you’d notify the pilot that you were through shooting, and before he’d give you a change 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 knew, although Roosevelt was talking that we were neutral, and, but who knew what made the Japanese want to attack us? I have no idea. I could never figure it out.

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

Yes.

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

Well--

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

I don’t know. Maybe they were just spreading their wings the way they were attacking China. And, I guess, that’s such a country, they’d never be able to conquer them!
Well, Yes, and, of course, they were-- the Japanese when they beat, the Russo-Japanese War, they did a pretty good job on them, so they were feeling pretty confident.

Yes.

They'd been marauding.

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

Yes.

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

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

Yes.

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

Yes, they got a deferment.

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

Yes

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

Yes.

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

Yes.

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

Thank you, Mr. Schatz.
You’re welcome.

Is it set for another memory?

*Yes, I think so.*

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

*The electric suit, was that plugged into something?*

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

*From the wartime?*

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

*The Mae West was the?*

The life jacket vest.

*In case you were shot down over water?*

Yes.

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

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

*Wow.*

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

*Thank you, Mr. Schatz.*

Thank God, I never bailed out!

*Thirty missions.*

Yes.

*Distinguished Flying Cross.*

Yes.

*Thank you.*

**Reader’s Notes:**

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

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

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

On the next page the reader can see the current profile statement for the existing Sol Schatz Collection in the Library of Congress’s Veterans History Project.
Unfortunately, Mr. Schatz passed away on October 29, 2008. His friend and fellow World War II veteran, Mr. Ralph Friedman, who is also a VHP participant through the Niles Public Library, proofed this transcript for Mrs. Schatz.

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

REMEMBERING

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

When a man has lived

with quiet strength,

full of grace,

those who mourn

when he departs,

measure the man

by the lonely space

left within their hearts.

R.B. Friedman
JWV Post 282
11/2/2008
Sol Schatz Collection

Biographical Information

Name: Sol J. Schatz
Date of Birth: 10/10
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
Cite as:
Sol Schatz Collection (AFC/2001/001/34684), Veterans History Project, American Folklife Center, Library of Congress
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JWV Post 282
11/2/2008
One Niles Library employee, exclaimed “Wow, Errol Flynn” when he saw this picture.
B-24 Liberator bomber in which Mr. Schatz flew as a waist and tail gunner. Mr. Schatz flew in 8 different B-24’s whose names are listed in his accompanying war album.
Distinctively painted B-24 Assembly Plane

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

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

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

The last of the three Eighth Air Force B-24 units to go operational in December 1943, the 448th began with standard B-24D models. This B-24D-5-BO was early off the San Diego production line, being delivered to the AA on 22 August 1942. Like most of the original assembly ships, it had previously served with the 39th BG (carrying the nickname Hell’s a Dropping II) in the conventional bombing role. In February 1944 41-23809 was passed to the 448th BG, who stripped it out and painted it in the gaudy colours seen in this profile, transforming it into an assembly ship. The distinctive paint scheme was initially restricted to the fuselage and tail surfaces, but eventually the entire wing area was also adorned with checkerboard squares of yellow and black. In June 1944, the deteriorating mechanical condition of the veteran bomber saw it replaced by B-24D 42-63881 The Striped Ape. The role of the assembly ship has been little understood in the language of the Liberator.

To quote another veteran, pilot John Jakab remembers it this way:

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

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

"Of course, when weather was not a factor, assembly in formation was relatively easy. In every case radio silence was maintained. If someone made a radio transmission for whatever reason, no one would reply. Some communication was accomplished by using Very pistol flares. Occasionally, we had mid-air collisions and aborting aircraft for mechanical problems, but we seldom knew of them unless they were in our own unit."
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.
The Stars and Stripes Daily Newspaper Masthead and 2 pictures
The newspaper accounts of the 30 missions are taken from that paper.

ARRIVAL IN ENGLAND

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

Mr. Schatz can be seen in the 2nd row, 2nd from the right. To his right may be a Jackie or Ken Rohrbach. At the beginning of the row is Carmen Valentino, ball turret gunner, then Sgt. Miller, and Nick Nicholson, top turret gunner. The first row from left to right is Lt. Smith, Lt. Regan, the pilot Thornton, and the co-pilot, Lt. Bowman.
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>411</td>
<td>Retired</td>
</tr>
<tr>
<td>Tondelayo</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>Facinating 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
AERIAL GUNNERY SCHOOL
GOWER FIELD
BOISE, IDAHO

THIS IS TO CERTIFY THAT
Sgt. Schatz, S J
ORD. 92

HAS SATISFACTORILY COMPLETED TURRET TRAINING AT THIS
BASE IN COMPLIANCE WITH SECOND AIR FORCE MEMORANDUM
533 (F-1), DATED OCTOBER 14, 1942 AND IS QUALIFIED
TO OPERATE TURRETS IN HIS ASSIGNED AIRPLANE.

7-27-42

Mld. 7th Air

DEPT. HEAD

ARMY AIR BASE

PASS

10-1-47

No. 113
Senior Non-Commissioned Officers' Club
Station 146, E.D.W.S.

is a Member of the Sr. N.C.O. Club in good
standing, and is entitled to all privileges of the Club.

President,
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

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) Babes and mechanical prophylactics may be obtained at Orderly Room or Provost Marshal's office at gate.
   (c) Knives and straight razors will not be carried at any time off the post.

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

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

4. P.X., Barber Shop, Tailor Shop.
   (a) P.X. open from 0900 to 1700 daily except Sunday.
   (b) Barber Shop from 0930 to 1200 and 1330 to 1700 daily, except Sunday.
   (c) Tailor Shop open from 0930 to 1700 daily, 1200 to 1600 hours Sunday.

5. Red Cross Aero Club
   (a) Snack bar open 0930 to 2300 hours daily.
   (b) Library & games open 1300 to 1800 and 2300 to 2330 hours.
   Sundays 1200 to 2300 hours.

6. Conversion of Currency
   Arrangements for conversion of currency will be made through Squadron orderly rooms.
7. Gas masks will be carried every Wednesday from 8:40 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 corrective 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 in order that I may obtain pro-pak and mechanical prophylaxis at orderly room, I went to chaplain's office, also that prophylactic facilities are available at dispensary.

New arrival

Name ____________________________ Rank ____________________________ ASH __________________

Date ____________________________ Sqd ____________________________
Greatest U.S. Air Assault Passes 10th Day Luftwaffe’s Airfields For Invasion Defense
Battered by Heavies
Bombers, Out 9th Time in 10 Days, Pound French Dromes and Secret Targets; Opposition Reported Weak

AMERICAN AND ALLIED AIR FORCES SMASHED LUFTWAFFE AIRFIELDS DEEP IN FRANCE AND POUNDED SECRET TARGETS ALONG THE COAST IN DAYLIGHT YESTERDAY, AS THE HEAVY BOMBERS CARRIED OUT THE WAR'S MOST IMPOSING BOMBING ATTACK TO DATE IN TEN DAYS.

While Fortresses and Liberators were giving the Luftwaffe's invasion defense another bloody lesson on their second raiding in a week, Allied fighter groups shelled across the Channel in daylight attacks against military installations on the French coast. Some heavy bombers claimed the secret targets, which may be emplacements for Hitler's rocket guns. Colonel Cronah, who has led the attack against the German occupation troops, through the night attacks and seven more raids since June 29, reported five confirmed enemy aircraft shot down, six claimed 13 enemy aircraft destroyed in the air, and the bomber crews claimed four.

The heavy bomber strikes during July have been of four types: one raid on a German airfield, one on the Cherbourg area, one on the Rennes area, and one on the Normandy coast.

The Supreme Allied Commander, Gen. Dwight D. Eisenhower, who has been planning the D-Day invasion for years, has warned that the attack will be a major one and that it will involve the use of heavy bombers.

The bombing attacks began on June 11, when the British bombers hit a German airfield near St. Omer, France. On June 17, the American bombers hit the Cherbourg area, and on the same day, the British bombers hit the Rennes area. On June 25, the American bombers hit the Normandy coast again.

The attacks have been successful in destroying enemy aircraft and in damaging military installations.

The next day, June 28, the American bombers hit the Cherbourg area again, and on June 29, the British bombers hit the Rennes area again.

The attacks have been successful in destroying enemy aircraft and in damaging military installations.

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The attacks have been successful in destroying enemy aircraft and in damaging military installations.

The attacks have been successful in destroying enemy aircraft and in damaging military installations.
Forts Hit Brunswick in Giant Air Due

MISSION #2

FEB. 10, 1944
GILZE-REINJEN, HOLLAND

We never formed, so we had light flak at coast going in and out.

Forts Battle Through Hordes Of Fighters to Hit Brunswick

(Needed page 9/10)

Air battle was described by six German fighters who explained that they only had a chance to attack the Forts after they had been hit by flak from the coast. The six were: 1st Lt. J. O. Lang, 1st Lt. E. H. Schurman, 2nd Lt. W. St. L. Lyle, 2nd Lt. W. McNabb, 2nd Lt. W. B. White, and 2nd Lt. W. G. Boeck, of the 11th A. W. R. of San Antonio.

GOING OUT. JACKS GUN WOULD NOT FIRE. MORE THAN ONE SHOT AT A TIME NEVER COULD FIRST I RECEIVED PROSTRATE ON RIGHT CHEEK IT WAS LATER CURED, TENNISON AT ALTITUDE - 4,000

Forts Hits Brunswick in Giant Air Due

Hordes of Fighters Fail to Stop Blow at Nazi Aircraft Plants

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

Forts Battle Through Hordes Of Fighters to Hit Brunswick

(Needed page 9/10)
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 forces based in Britain struck the greatest blow of the war against German aircraft production yesterday afternoon.

In the greatest daylight raid offensive ever undertaken, well over 800 American heavy bombers drew deep into Europe to hit major plants producing Luftwaffe's fighter planes. Leaders of the operation on enemy targets had not been announced at a late hour last night.

The daylight operation began within a few hours after the RAF had struck an equally important blow, in which 2,500 tons of bombs fell on Leipzig, vital center of aircraft production and fifth largest city in Germany. While the RAF had struck that city, other British bombers battered various targets, including trains and bomb dumps in enemy waters. The night's operations cost 75 aircraft.

By U.S. Heavies

Air Force that yesterday's attacks formed the greatest daylight operation of the war surpassed speculation that perhaps as many as 1,000 heavy bombers were in the air.

More than 800 bombers, consisting of the United States Air Force's B-17's, B-24's and B-25's, and the British and Canadian forces, comprised the main force. Mohrenheim was the target of the attack. Over 300 of the B-17's were involved, dropping 1,000 tons of bombs. The target was a large industrial area.

The attack was led by Major General Ira E. Eaker, commander of Eighth Air Force. Other leaders of the attack included Brigadier General Franklin D. Roosevelt, commander of the British Eighth Air Force, and Lieutenant General H. H. Arnold, commander of U.S. Army Air Forces.

At the heels of the bombers was a group of fighters, including Mustangs, P-47's and P-51's. They provided protection for the bombers against possible interception by German fighters.

At the height of the attack, approximately 500 American fighters were in the air, providing cover for the bombers. The fighters engaged in fierce combat with German fighters, downing several enemy aircraft.

In the evening, the British Eighth Air Force continued its bombing campaign against targets in Germany. The night's operations cost 175 aircraft, with 30% of the force lost in combat.

The American victory, which was described as a major victory in the war, led to a significant increase in U.S. and British confidence in their ability to defeat the Luftwaffe.

The raid on Leipzig was the largest and most successful daylight operation of the war, with more than 800 aircraft participating. The attack demonstrated the power of the United States Air Force and its ability to respond effectively to the threat posed by the Luftwaffe.
U.S. in First Joint North-South Air Blow

Mission #4
Feb 22, 1944
Gotha, Germany

CNOB again we were slated for Gotha. On the way to the target we were recalled due to weather. On the way back we missed Munster, carried in incendiary and set of large fires, had heavy flak on route in and out, but no fighters, on way in over Channel nose turret.

Heavies From Italy
And Britain Plaster Bomb-Drunk Reich
Double Thrust Splits Luftwaffe, Battered Without Letup Since Sunday in Five Massive Assaults

Flights of American heavy bombers and fighters struck Germany simultaneously yesterday from north and south in the first co-ordinated attack from bases in Britain and Italy. It was the third major U.S. bombing operation in three days and the fifth Allied attack in three of the last 60 hours. While Fortresses and Liberators of the Eighth Air Force were smashing deep into the Reich, Bomber Command forces of the 15th AAF in Italy flew over the Alps to batter Nazi targets in southern Germany at the same time.

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

It was the first such one-directional assault planned and carried out by the unified command of the U.S. Strategic Air Forces in Europe and forewarned the days of things to come for Germany’s insatiable defense.

First official announcement of the blow from Britain did not the targets or base, but it was the air of the force involved.

The huge ineptitude of the German fighters was revealed when the 900-mile drop would carry only 2,120 pounds of bombs against the 400-pound Allied load.

The attack 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 maximum number of heavy bombers ever sent against a target from Mediterranean bases.

Churchill Promises More

Even as the Mosquitoes were leaving from German targets north and south, Prime Minister Churchill was telling the British in a speech in Parliament, that not only was going on against the Luftwaffe. It would be almost endless and that war would be fought for months and years.

To his delectation that bombings of southern Germany were brought on, he said, was a great and long history, but that the attack was only the beginning of what would be "months and years of war."

Today’s blow was expected to be the beginning of a series of attacks by the Royal Air Force in the next few weeks and months. It was part of a series that has been planned and is being brought off at the rate of one a week.

Yesterday’s raids from Britain were abandoned as the weather was not favorable, apparently because of severe weather in the North Atlantic. Today’s mission was the first major raid by the American forces since the beginning of the week, unless the Mosquitoes and Fortresses attack the Reich on Sunday and Monday, but the Prime Minister’s address on Parliament’s opening day that the German bomber force was "began to successfully reduce the losses (RAF) and soon will be doing so again."
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 B26

Force Bombs Enemy Airdromes

Missed Heavies of Eighth Air Force's Fortresses and Liberators struck tonight

in the heart of Germany's famed aircraft industry in daylight yesterday

and pounded home their fourth major attack of the week.

Schweinfurt and Gotha, some 400 airfields south from London, and other

targets across the Reich were bombarded by the heavies as they and their

fighter escorts carried out the 15th day of operations in a record-breaking

month.

German radio reports of the attacks described vast air raids along the

route to the holding stations in Schweinfurt and the Meindshoven plant

while the Eighth AAF was pronouncing Wednesday, again joined the

assault.

As the heavies and their fighters, pointed in similar directions, the British

forces, the German fighter pilots, with five or six squadrons of fighters

were engaged in a superiority battle, and despite the fact that the German

fighters in the target area, one of them may use the German fighters.

It was the "hardest" approach to the

Reich itself and was carried out over

plane.

Over 2000 Meters

North of the airfields had been

formed for the flight which would carry the planes on the route to

the target area, and at the same time four or five of the German fighter

aircraft came down against England. Flak was left in far distance on the amber alert at Lechpenn in

Gotha and Schweinfurt, and over 1500 feet in the vicinity of the airplane in Schweinfurt.

Enroute and during the triumph of the enemy aircraft, according

to reports and reports, the American aircraft were caught in short

range, frequently in an attack.

Crews of some planes called back by the targets of the enemy aircraft on route to

the Waverly line, and some of these aircraft were reported to have been in the vicinity of

these targets. They were not only the strength of the German fighters, which added more to the enemy airfields, but they fought on in the

circle of German aircraft and introduced another factor to the battle.

In the second phase of the Schweinfurt operation, German fighters were not

active in the area, and the American forces were able to carry out their mission

without interference.

It was the last attack on Schweinfurt when the target was first engaged on

the October 10th, and the target was then carried out on the October 16th, with

the target area reached by the Eighth Air Force on Aug. 11.

The target plane there,

simultaneously at the same time, was also engaged in the battle.

Damaged over the target area, and 15 fighter planes were lost by the Eighth Air Force.

(Continued on page 4)
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 Pyrenees 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 air field, really hit it, saw buildings, planes and run ways going up. Carried forty, one hundred pounder B-40’s had no flak, but had three attacks by Fw’s. One came in on Jack’s side, but didn’t see it until it was almost to late, got short burst at it, two came in on my side and Ken and I had some good shots, don’t know if I got them or not. Other element from group was out of course and had heavy flak and fighters, lost two planes.

Liba, B-26s Hit France
In a Follow-Up of Epochal Blow

American bomber barons already switched their attack to the west yesterday after Saturday’s daylight penetration of the heart of Germany, in which Berlin for the first time felt the force of American bombers. Liberator, Marianas and endless waves of Allied medium and light bombers scattered across the Channel in daylight yesterday to pound military objectives in France and to put the March box score on four heavy-bomber missions in Berlin. The Marianas were out today, being one plane.

Missions to France were grounded after their happy day’s work on Saturday, which included the bombing of the Reich capital by one formation of sixteen which carried out successful attacks on targets in what officially was described as “eastern Germany.”

Hove, Cologne Hill, Nancy reportedly official broadcasts German radio said that both and Colmar had been among the targets for the B-43s, which hit sixty-three buildings, while B-26s hit a number of points.

Fourteen formations were reported effective from our air assault, while our fighter groups report that of the attacking Eighth and Ninth AAF fighters had taken hits, only a few were down. A number of them were shot down in the afternoon.

One formation of B-26s encountered eight large clouds and through the smoke, they saw a great deal of flak and fighters. The B-26s were from the Ninth, with one group coming from the Eighth.

Three more groups covered the area which included ten and even four a side in the north and over western America at the start of opposition. It was the largest group of any mission.

While the main body of the aircraft were in the vicinity of the city, the group cut off the air corridors of the city’s overrunning armies. Between and even out to the north. Fourth AAF fighters claimed that they were in action at the capital, and said that every fighter sent over reached the target area.

Fighters Over City_Friday

On Friday, American Lightnings had met the first U.S. penetration of the city itself, meeting the fighters there as they came in over Berlin while the heavy bombers were hitting prospects in the north. As the bomber formations plunged into the Reich, they found heavy concentration and 35,000 feet were good. One B-26 formation, led by Lt. Col. Harry G. Manheim, encountered the full force of the flak, dropped through clouds and ended up in the south, where another American force was coming in. They were forced to turn around and head back up, and they finished with the rest of the attack.

It was the first time Berlin had been hit in daylight since the B-43 mission of last Saturday, and it was in response to the city’s activity. In January, 1943, the Nazis had flown over the city.


(Continued on page 2)
MISSION #8
March 29, 1944
FRANKFURT, GERMANY

U.S. Heavies & Strike Close To Frankfurt

Frankfurt, Germany, had moderate flak going in, turned back 100 miles from target.
Due to weather, had solid overcast, had intense flak at 6,000 feet. Saw no enemy fighters. Weather was warm today - 25° at altitude. Time in air 7 hours.

B-26s, Fighter - Bombers Hit Airfields, Rail Targets in France

Eight and Ninth Air Force bombers and fighter units pounded Nazi targets from the Pas de Calais to western Germany in daylight yesterdays.

Fortresses and Liberators charged their way through bad weather and不利 conditions to bomb targets in the Frankfurt area of western Germany, with unusual opposition from enemy fighters.

Eighth and Ninth Air Force fighters scored the largest and destroyed four of the few enemy planes which came up to meet them.

Six bombers and eight fighters were

reported missing.

Marauder medium bombers, meanwhile, kept up their pounding of military objectives in the Pas de Calais area, and this attack at the Chel railway station was

enlarged.

In action, Ninth Air Force Thunderbolt fighter-bombers hit three rail targets and 11 others.

Shortly after 9 a.m. last night, Frankfurt rail yards were bombed by planes which were returning German skies.

Second in the series of attacks, a second wave at 11 a.m. swept over the city.

As the bombers flew in, their engines roared, and to the men in the target areas, it was the start of the second attack.

Launched at 11 a.m., the second wave was

reported missing.

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

Frankfurt Through Clouds

The Forts and Liberators, in what officially was described as "a misty" strength, bombed through solid clouds in the Frankfurt area attack and 14 other targets in western Germany. Several formations flew in to the target area.

In the target area, the clouds were not dense enough to prevent fighters from accompanying the bombers.

"It was a very good day," said Lt. Col. Thomas J. McNerney, of (Continued from page 19)
Day Raids Follow Greatest Bomb Blow

Mission #9
March 23, 1944
Munster, Germany,
This is my second trip to this city. Had light flak going in, was ahead of schedule so we flew all over Germany to lose time, then went after target. Really did a good job of bombing, had intense flak over target and used chaff for our first time, don't think it did much. Lost one ship in our group. Flew at 23,500 ft. and temp. 32. Take off was at 0700 hrs. and landing at 1230 hrs.

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

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

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

American and Soviet forces picked up their targets in good weather; the Luftwaffe showed signs of coming up to fight again, and some U.S. formations fought on short but bitter battles by as many as 50 enemy planes.

The daylight offensive - supplemented by morning and afternoon Mustang raids, in the occupied countries - carried the U.S.AAF to 15 missions this month, equal to the record score of February. It also was the 11th attack of the month on the Reich itself.

Twenty-some bombers and six fighters were reported missing from a force which included between 300 and 750 bombers and something like 3,000 fighters, P-47s and P-38s of the Eighth and Ninth Air Forces. Twenty-seven enemy planes were destroyed by the fighters; bomber claims had not been compiled late last night.

Several Targets Hit

Railroad yards at Hannover, a way station at Munster and Luftwaffe bases at Achmer and Haldern were bombed in good visibility, and crews reported direct hits. Industrial targets at the Messerschmitt production center of Brunswick were attacked through clouds, the Eighth assault since Jan. 7 that area.

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

USAAF, RAF
Pound Reich
American Blows Follow
March 15, 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 personnel or debris. Search 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 9:30 hours. By the time they were ready to land, it was dark, and the Jerreys followed the boys back. We lost one ship to fighters and one ship and crew to English plane. Five of our ships piled up into each other trying to land on the short runway. Fortunately none of the ships caught on fire and no one hurt. One plane coming in to land was strafed and caught on fire. Five boys baled out and after landing the rest jumped out before the ship exploded. This was really a loss for no excuse at all.
Mission #11

April 7, 1944
Brunswick, Germany

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 buildings and set off many large fires. On way out, at eye level, F.W. 190 made one pass at a straggler and shot them down. Saw six chutes open and when ship exploded saw two more & then. Then another chute was on fire. The last chute was ripped, tan off was at 7400 feet, and we landed at 1430 hours.

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

Great Blows At Germans' Air Defenses

Multiple Assaults Follow Heavy Attack Saturday On Battered Brunswick

Flying Fortresses and Liberators roared over the length and breadth of Germany and even into East Prussia over the weekend in the announced campaign to break the back of the German air force before the invasion. In some of the longest missions of the war, powerful formations smashed their way across the German territory yesterday to bomb four important aircraft factories in a deliberate visual bombing. Twenty-four hours earlier a similar formation had pounded the airfields at Brunswick and five important airfields and depots in northern Germany.

All of the targets yesterday were Focke-Wulf plants. While the bombers made a round trip of at least 1,750 miles to bomb the plants at Brunswick, due to the factories at Markenburg, East Prussia, their second heavy blow of the war, three others struck at Posen, in Poland, Walnewe, on Germany's Baltic coast, and Tutow, also near the northern extremity of Germany.

In addition to some of the biggest fighter jacques in eastern Europe, Posen has a great freight yard serving troops on the Russian front. At Posen, 150 miles east of Berlin, and 760 air miles from London, the planes making forLAG, Posen, and other points around it, down 700 bombers and 1,000 escorting fighter planes. Thirty heavy bombers and 25 fighters were lost Saturday. Losses yesterday had not been announced late last night.

11 Dawn in Sweden

Eleven American airmen were forced landings yesterday in Sweden, Stockholm reports last night. American reports did not name the airmen. Sweden reported that six came down at Malmo, three at Rinken, one at Kalmar and one in the sea off Ystad. Swedish naval craft went to the rescue of the crew forced down off Ystad, but it is not known whether the airmen were saved. The crews of the other seven planes were reported unharmed.

The heaviest operations, supplemented by blows of medium bombers against airfields and the Hanover railroad center, were part of the offensive designed to give the Allies complete air supremacy before the ground troops land on the continent.

One of the airmen, USAF chief, was at Washington that the Allies "are well along in the preparation of the German air force that will proceed the movement into Germany with ground troops.

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

He reiterated that the Allied heavy

(Continued on page 2)
Pre-Invasion Air Blows Pass 96 Hours

STREAMS OF U.S. SHIPS PASTE FRANCE, REICH; 4,000-TON R.A.F. RAID

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

American bombers and fighters struck their heaviest pre-invasion blows yesterday as they smashed Nazi targets the width of Europe—from France to the Baltic Sea—in the wake of a 4,000-ton air attack on Britain. An Air Force fleet of nearly 2,000 U.S. warplanes thundered out from Britain just after dawn and struck at targets through out the day, to half a dozen points spread across Germany. Hundreds more medium bombers and their escort consisted of fighters in France and Britain.

In its fourth straight day of attack and its seventh that month, U.S. RAF Fortresses and Liberators hit as at Oechsenhoven and Bremerhaven in central Germany, according to an official announcement, and Nazi radio broadcasts and other formations were attacking targets in Sweden and Norway; and in the Baltic Sea. Today's assault included Fortresses and Liberators in the鲁ze area, and a German News Agency report described a crossing attempt between U.S. planes and Nazi interceptors along the Baltic coast.

Some objectives were hit in other nations, but other heavy bomber formations reported closely over Germany. Reporting between expected heavy attacks, others said their own fighter escorts were not strong enough to protect their own fighter escorts.

"The fighters made some attacks on the bombers but we got through OK," said Capt. William Ethridge, of Chicago, a Liberators navigator. "I think the fighters made some attacks on the bombers but we got through OK."

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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.

**Sgt. J. Schatz, 36040886, S/Sgt., 448th Bombardment Group (H), Army Air Forces, United States Army, Home address: 1901 E. Hemlin Ave., Chicago, Ill. (1st Oak Leaf Cluster)**

By command of Lieutenant General DOOLITTLE:

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

OFFICIAL:


A TRUE EXTRACT COPY:

DANIEL M. SIMONS, Major, Air Corps, Adjutant.
8,500 Tons Rained on Nazis in 30 Hours

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

(Continued from page 1)

8,500 Tons Hit Nazis in 30 Hrs.

The French raid on French rail targets was one of the most daring and successful of the war. The Allies had successfully destroyed the German railway network, which was vital for the war effort. The raid was carried out by the USAAF’s 8th Air Force, with assistance from the RAF. The raid was a demonstration of the Allies’ ability to strike at critical infrastructure targets, and it had a significant impact on the German war effort.

The USAAF’s 8th Air Force had launched a series of bombing raids on German industrial targets, and the French rail targets were the next logical target. The raid was carried out on April 19, 1944, and the USAAF’s B-17 Flying Fortresses, led by Major General Doolittle, destroyed a number of important rail stations and railways.

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The Nazi Atlantic Wall gets heaviest 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 yesterday as the Allied invasion command sent more than 2,000 U.S. and Allied fighters and bombers across the English Channel in an afternoon blitz of unprecedented strength.

Military installments from the Pas de Calais to Cherbourg were hammered by task forces of Liberators and Fortress and P38 and P51 fighter bombers which bracketed off from a main fleet of some 750 aircraft, overhead by between 200 and 700 U.S. fighters. Other fighters were sending off across France, striking the Luftwaffe.

Measuring medium bombers, covered by RAF and Allied Spitfires, and other fighter forces, joined the attack and four hours through the late afternoon and early evening the roar of aircraft was unnecessary above the more populated sections of the Atlantic Wall.

Most of the major groups reported negligible opposition, although early reports showed some fighters and a few fighter bombers. This, almost twice over the Nazi deflected installations, marked a real change in the air battle.

Some formations encountered no opposition at all. "I didn’t see a hint of flak or an enemy fighter," reported L.J. Thomas D. Wilmot, of Texas, an bombardier in Daly’s ‘Man’ which led a 1017 task unit. "Flak wasn’t good, with a little ground fire but I saw our bombs fall how the target was hit.

Some formations ran into a few fighters but the major forces had gone to the Pas de Calais and northern area, and it seemed likely that the French was a further buildup of the air resistance to Allied invasion.

The coastal Blitz got under way after a quiet morning when the Allied invasion was expected to start at dawn. In the east, a few German fighters were reported over the Pas de Calais area, and a few over Cherbourg area.

In Washington, Secretary of War Henry L. Stimson called yet another conference of damage done to the German fighting forces and urged all hands to continue the fight.

After announcing that German invasion of Europe is continuing and is increasing in magnitude and enemy resistance on the whole is increasing, Stimson declared that the Nazi fighter plane production had been cut by 30 percent since January.

Nazis’ Atlantic Wall is Given Heaviest Pre-Invasion Blitz

(Continued from page 1)

It followed two days in a row of similar bombings, stirring in all areas within the air and ground anti-aircraft batteries, but their attacks brought down only one slight bomb, which was turned to in North Africa.

There was two announcements late yesterday of specific targets in the day’s attack, but it was claimed that the planes, which were scattered as far north as the Bay of Biscay and as far south as the Mediterranean, were being pumped up to pre-invasion strength.

The attack was on the northeastern end of the crossing on the islands against the Kiel Canal and its similar which yesterday evening to have struck a full wallope on German tactical goals. After announcing that the Allied invasion of Europe is continuing and is increasing in magnitude and enemy resistance on the whole is increasing, Stimson declared that the Nazi fighter plane production had been hit by 30 percent since January.

(Continued on page 4)
North-South Attacks Renewed

Heavies Hit In Rumania And Reich

Co-ordinated Thrust One Of War's Biggest Night Tell of Fierce Battles

A force of 3,000 American warplanes yesterday dropped lighter than in any such attack before in the war.

Between 750 and 1,000 Eighth Air Force, Fortress, and Liberators, were among the first to be attacked, according to reports published in the British Daily Express.

The attack on Germany, which began about 11:30 and lasted until 1 a.m., was the biggest of its kind since the Battle of Britain.

At least 1,000 German planes were destroyed, and many more damaged.

The British forces, including 200 Liberators, were also hit, and the attack on Rumania was said to have been the most severe yet.

The German air force, however, was said to have lost at least 100 planes.

The attack was co-ordinated with other Allied forces, including the RAF, and was carried out in conjunction with the invasion of France.

North-South Air Blows resume

U.S. Heavies Strike Targets in Reich, Rumania in Big Co-ordinated Assault

Co-ordinated from page 11

Mission 47

April 24, 1944

Gablingen, Germany

Went to southern Germany today. Hit an airfield and depot. Plunked our bomb right on the target. Saw the old motor up close today. What a sight. We got the 100 ready and sent them up. No planes on route in or out, but moderate fields at target. Saw a few today and they are pretty much the sky was filled with 'Lis' and 'Bis.' Also had a very good fighter escort, one good ship from our group went to Switzerland, time in our right was short.

We were in the skies and back in 20 minutes.

We were in the skies and back in 20 minutes.

We were in the skies and back in 20 minutes.

We were in the skies and back in 20 minutes.

We were in the skies and back in 20 minutes.
Heavies Hit Reich Unchallenged

MISSION #17
APRIL 26, 1944
PADERBORN, GERMANY

Col. Mason and our new C.O. 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 bomb as we had no P.P.F., with us. Had flak a few times but they were not accurate. Time in air six hrs.

Nazi Planes Seen by Only 1 Formation

No losses in Brunswick Raid; Cross-Channel Blasting Continues

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

Over the area, which American bomber and fighter formations have fought for a few more than two days and suffered their worst losses of the week, the formations yesterday flew with hardly a sight of the Luftwaffe—only one formation reported spotting any enemy aircraft—and every bomber of the force returned to base, although six of the escorting fighters were reported missing.

Marauders, Heavies and Liberators fighters, together with Allied light and medium fighters, meanwhile smashed out again from British bases to hammer targets in northern France, where search is still on. A daylight hour has passed since Apr. 16 without the roar of bombs exploding against Hitler’s Atlantic Wall.

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

The daylight forces were carrying out their twentieth straight day of attacks against the Luftwaffe and Germany’s inland transport system, which is essential for invasion defense. For the first time in a week, however, the night had given the Nazis a comparative respite. R.A.F. heavy forces were grounded, and only Mosquitoes, hitting Cologne, and the night bombers were out in darkness.

Marauder Attacks From South

While Eighth and Ninth Air Forces attacked with the R.A.F., were bombing from France and central Germany. Next radio broadcast told of more Allied bombing attacks from the south and described heavy air battles over northern Italy, where aircraft factories and railway junctions near Turin and Ferrara had been hit the preceding day.

The Nazi propaganda machine, however, was caught unguarded in its radio accounts of the daylight raid yesterday to Brunswick. After the usual description of “favorable weather,” the radio said that Nazi interceptors had engaged the U.S. bombers in “heavily built-up areas.”

Fortune and Liberators, carrying out one of their earliest missions, were back at base in time to hear some of the Nazi broadcasts about the “heavily built-up” areas. Which paid tribute to reports from all but one formation that not a single enemy plane had been engaged from the coast of England to the heart of Germany and back again.

S/Sgt. Robert D. Smith, B-17 gunner from Flint, Mich., summed it up: “All the Eighth Air Force seemed to be out there, but there wasn’t one Jerry.”

Crew 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 were no official USAAF confirmations. Allied planes also were reported by the Germans over Brandenburg, Schleswig-Holstein and northwestern 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.
Heaviest U.S. Air Blow On 16 Hours

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 Rod Baston

April 27, 1944

WIZERNES, FRANCE

Went After Rocket Installations Again
Really Hit the Target. Had Eight, One
Thousands Bombs for Our First.

Had Moderate Flak over Target Time.

Blainville, France

War's Heaviest U.S. Air Blow

(Continued from page 1)

This was our second mission today. We weren't after a marshaling yard. We did a noisy job of bombing, but element in back of us hit target. Had moderate flak going in and out. None over target. A piece of flak wobbled the button of my jack back pocket. Saw a "fort" go down at coast, landed just as it got dark. Time in air 6 hours, 20 min.

The Allied air forces in Britain struck their heaviest blow of the war yesterday. For the first time in history, two major bases of heavy bombers went on a two-pronged attack nearly 100 miles deep into the Continent. Two leg forms of Marauders and Harvos looked as objectives in France and Belgium, and all through the day of smashing big factories and dive-bombers by the hundreds thundered against Nazi Atlantic Wall.

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

Endlessly in daylight, the formations rose from bases in Britain, swept for the moon, then were back in England. The bombs fell; the flak rose. And at last, after the new night had taken the mask.

Supposedly, the British were using more than 1,000 to 1,500 bombers, and the Allies followed suit, using more than 2,500. But the figures were secret—kept by the British RAF and the American Eighth Air Force, which was leading the attack.

On the U.S. bases, 850 Air Force B-17s, B-24s, and B-25s were VIII Bomber Command's twin-tailed formations, which consisted of 150 planes—of which 50 were B-24 Liberators. The total was 3,000 planes, including 400 fighters, 450 medium bombers, and 650 medium fighters. The British Eighth Air Force was to have 600 planes, including 400 fighters, 200 medium bombers, and 200 medium fighters.

The RAF's 1,000-bomber raid, which started at 2:30 a.m., was the heaviest all-night attack on Berlin since the war began. The Allied invasion forces were to have been followed by a separate bomber stream, which would have reached the Continent early in the morning.

Last night's primary target was Berlin, although secondary targets in the Ruhr and the Ruhr Valley, which includes the Ruhr, were also hit. The raid was aimed at the Ruhr, which is considered the industrial heart of Germany. The American bombers hit the Ruhr Valley, which includes the Ruhr, while the British bombers hit the Ruhr Valley, which includes the Ruhr, and the Ruhr Valley, which includes the Ruhr.

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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; Buchanan Rail Targets Hit Again

Thirty-three hundred American and Allied warplanes attacked 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 mist of stormy weather from Channel and Continent, nearly 1,500 Flying Fortresses and Liberators, escorted by almost as many fighters, struck into Germany at yesterday's dawn, bombarded through solid clouds which obliterated the Luftwaffe's intercepted airwaves and came home without a single combat with enemy aircraft.

Likewise from bases in Britain, medium梅塞德斯 and fliers of dip-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 Biltmore 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-battle intensity the storm of bombs which over the weekend fazed away to minor although regular forays against Hitler's Atlantic Wall after three weeks of day-in-day-out hammering.

Blasting is Back At Blitz Tempo

Nearly 1,000 American heavy bombers, escorted by fighters, struck at Berlin last night in a mass assault of fighters, smashed Berlin targets in vast, great attacks in a resumption of the heavy air blows which for nearly a month have been keeping the skies of Allied invaders of the Continent. Flying through high-altitude winds, winds which caused the bombs to fall short of targets which obliterated the Luftwaffe's interceptors, the and 700 miles of a route which brought 100 bombers over Berlin to give the Reich capital a nighth American pounding of the war.

Flak, from the south and the east-bombing, which fazed away the sky, blew the B-17s above the Sphinx of Dover and boosted unceasing operations in western Germany.

Bomber crews and fighter pilots alike came home from the Reich to report not a single combat with interceptors and only a few Nazi fighters sighted in the distance throughout the entire 2,000-mile round-trip.

Fighter bases failed to return, making a loss of one per cent, lowest percentage of the night raids on the Nazis' chief target. Fighter losses were even lower, but taking in return.

While the big forces of bombers and fighters, which was aided by RAF -based P-40s, spread into Germany, North Atlantic forays over the north, the famous British fighter, the Mustang, brought four armed forces - the American military targets of northern France.

The Mustangs, knowing they were to be figure attack from Feb. 23, went out of range for the loss of one B-17 after being hit by fighter pilots near Massaion in the mid-range.
Berlin Blasted as Air Offensive Resumes

Mission #23
May 19, 1944
Brunswick, Germany

Once again our target was BRUNSWICK. We went after an airfield and marshaling yard. After taking off, a plane came over to our barracks and got us, rushed us over to the equipment room, and then to the plane. Not until after last take off did I find out where we were going.

Did a lousy job of bombing. Lead ship screwed up, made three passes over target. Still we missed. Was in a flak for 47 solid minutes. Saw through the hole in bomb bay. I never could get out if it hit a bomb or not. Had another big flak hole in waist between me and the navigator, knocked out hydraulics in tail turret.

I was jumped by three waves of fighters. It was 100 fighters in a wave. We were all shooting at them. I shot over 300 rounds. The fighter then jumped a group of P-51s. Back of us, saw five 24" go down. A couple of 210s came into our group. All shot up. Saw burning planes and chutes all over the sky. This was my roughest mission, really sweated it out. Time in air: 7 hours and 30 minutes.

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 Liberators, making a double-barrage attack. The Allied air offensive opened here last night. The German air raid. Preliminary reports from Germany said that "elements of the American air forces" were involved in the fighting.

Particularly bad engagement was reported near Brunswick, where German planes were believe involved. Allied planes appeared to have been attacked by the German air force.

In another incident reported near Brunswick, a bomb dropped by a German plane exploded near a radio station. Another bomb dropped by a German plane killed several people.

Returning 214 crew members, including three crewmen of a B-17, were reported captured.

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Berlin Blasted as Air Offensive Resumes

Saturday, May 20, 1944

Brunswick, Germany

After taking off, a plane came over to our barracks and got us, rushed us over to the equipment room, and then to the plane. Not until after last take off did I find out where we were going.

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Returning 214 crew members, including three crewmen of a B-17, were reported captured.
May 25, 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)

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

Weather was mild over the Continent, with clouds lower over some targets forcing the bombers to seek out alternative objectives, and there 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 harboring policy which for weeks has limited large-scale interceptors to those areas when weather favored defense and the target was of prime importance to the Nazis.

The RAF's night attacks, which picked up where Monday's had left off Monday evening with their second series of the day, centered on Dortmund and Brunswick, in Germany, and Orleans and Le Mans, in France. Mosquitoes went to Ludwigswain and an airfield in Belgium, and the pre-escapers mining and aimed at restricting German coastal defenses continued—all for the loss of 33 aircraft, the Air Ministry reported.

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

Luftwaffe's Nests Hit by U.S. Fleets

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

Three thousand American and Allied warplanes attacked an aerial network across the skies of Western Europe yesterday, making the German air defenses hit by a violent, ferocious fire attack from the Allied bomber force. The Nazis' key air bases, in one raid, were hit by allied fighters, and in other specified targets within Western Germany.

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

1,000 Bomber RAF Raids

Nazi planes have already split after a night in which the RAF, working on the same plan of widespread attack, had destroyed more than 1,000 heavy bombers in Germany and the occupied countries. But with the RA F's latest effort to major bases, the big fleet of U.S. fighters and bombers 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 bomber were bombing, some of the fighters were dropping to high altitudes to find strafe targets and communications targets, the RA F sent out light daylight forces in sweeps over the Low Countries and France, and Channel coast observers described late afternoon formations that looked toward the Continent.

And early yesterday evening German radio announced that "seven enemy planes are over Western Germany."

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

As the daylight forces struck in vain to join the Luftwaffe on combat, the Pots and Lisa made virtually unopposed runs over the railway junctions of Nancy and Chateau Thierry, in southeastern France near the Swiss border, and over two of the main German airfields. They hit the area near Chateau Thierry, all under 10 miles in north and southwest of Paris. Up to a total of 1,000 Eighth and Ninth Air Force Thunderbolts, Lightnings and long-range Mustangs flew with the bombers, and when it became obvious the Luftwaffe would not fight them off with strikers and strafed locomotives, military trains, airfield hangars and gun emplacements.

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

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

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

**Mediums, Fighters Carry on Atlantic Wall Assault**

East, thousands of American warplanes spread across Europe in daylight raids yesterday to bomb the three key cities of Hitler's enslaved continents—Paris, Berlin, and Vienna.

From north, south, and west, massed formations of Flying Fortresses and Liberators, covered by American fighter planes, surged over the Reich and its satellites in what the Nazis themselves officially declared marked the final phase of Major Offensive operations against the Allies.

While heavies from Britain and Italy were hammering at the caput of Austria and Germany, as well as France's chief American medium and light bombers and fighter groups carried out their daylight missions, the German air forces in northern Italy fought the Welsh in the Alps and the 8,000-foot high new blow on aircraft plants and fields in the Yesa Valley.

**The Two-way Bombing Play**

Some 1,000 Fortresses and Liberators, backed by as many Thunderbolts, Lightnings, and Mustangs, dived out from the ETO in early morning and split into two task forces—the majority heading for Germany, the rest inland straight for Paris. While they split the German defenses west and north, nearly 750 heavy bombers, 650 twin motors, and planes from Italy poured into the Reich and Nazi-occupied Northern France, the Alps and the porcelain house new blow on aircraft plants and fields in the Yesa Valley.

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MISSION #26
MULHOUSE, FRANCE.
TODAY WE DID A GOOD JOB OF BOMBSING. BLEW UP THE MARSHALLING YARDS ALL OVER THE COUNTRY SIDE. HAD NO FIGHTER OR FLAK BUT REAL GOOD FIGHTER SUPPORT. SAW THE ALPS TODAY.
TIME IN AIR 8 HRS AND 30 MIN.

North-South Blitz Rips Anti-Invasion Rail Links

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

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

As theETO bomber forcestruck 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 700 Eighth and Ninth Air Force F4Fs, 24s and 33s. Crews reported intense flak over some targets, however, and the day's losses were reported as four heavy bombers and 12 fighters. Nine enemy aircraft were destroyed in the air, U.S. pilots reported, and an unspecified number on the ground.

Fighters Again Strife

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

First reports told of at least 34 locomotives shot up, and four Lightning pilots caught a derailed troop train, blasted it to a stop and then systematically gunned German soldiers scrambling wildly for shelter in fields along the right of way. Other fighter guns were trained on barges and tugs in the canal system of northern France and Belgium and on military installations all up and down the Atlantic Wall.

Chief targets for the bombers were the rail yards at Mulhouse, Belfort, Sarreguemines, Metz, Thionville, Charleroi and Lille, all in eastern or northeastern France, and at Brussels and Lille in Belgium. The Nazi airfields at Nancy, Essey and Breteuil, in France, also were hit by the heavy, and similar 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. Mason, of Philadelphia.

French Bank Note
Under the provisions of Army Regulations 600-43, 22 September 1943, and pursuant to authority contained in Restricted TT Message No 2139, Hq USAFFE, 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 reflects great credit upon himself and the Armed Forces of the United States.

** By command of Lieutenant General Doolittle:**

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

** Official: **

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

** True Extract Copy: **

Daniel W. Simmons,
Major, Air Corps,
Adjutant.
1,200 U.S. Fighters Escort
1,000 Bombers Over
Reich, France

The air offensive which for 40
weekends has seen B-17s and B-24s dump
bombs on Berlin and other cities, will
be widened to include a second wave of
bombers, this time from England, to hit
the industrial areas of Germany. The
aim is to knock out the German
industrial capacity and thereby
weaken the country's war effort.

One thousand American heavy
bombers were escorted by more than 1,500
U.S. fighters—the largest force of the
war—to bomb production centers in
Germany. The weather was fair,
with clear skies and good visibility.

Explosions Rock British Towns

As wave after wave of bombers and
fighters—among them the mighty
Spitfires—surged across the English
Channel, the town of St. Valéry-en-Caux
was hit by a series of massive explosions. The
鎮 was completely destroyed, and many
people were killed and injured.

The bombs were part of an
attack aimed at destroying
German industrial capacity and
weakening the country's war
effort. The operation was
successful, and the damage was
severe.

The War Today

Italy—Americans take Ariana
In a daring move, American
forces captured the city of
Ariana. The capture of the
city was significant as it
opened up a new front for
the Allied forces in Italy.

Air War—Biggest day and night air attacks of the war

Bombardier at 0530 on Monday, 1,000
American heavy bombers, escorted by
nearly 1,500 fighters, hit targets in
Germany. As many as 1,500 German
fighter planes were scrambled to
counter the attack, but the American
forces were able to destroy
many of them.

The Chinese in turn launched counter-
attacks in the Yenan area, but
were unable to prevent the
American forces from taking
control of the region.

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North-South Blows Hit Poland, Reich

TUESDAY, MAY 29, 1944

JUINOW, GERMANY.

OUR TARGET FOR TODAY WAS AN AIR FIELD, AND WE DID A VERY GOOD JOB OF KNOCKING IT OUT. WE HAD JAPANESE ON THE FLOOR, AND OVER THE TARGET, WE HAD NONE ON ROUTE OUT. ALSO, WE HAD NO FIGHTER ATTACKS ON ROUTE BACK.

ASSAULT ON GERMANY DOESN'T REDUCE BLITZ AGAINST ATLANTIC WALL

MISSION #28

AIRCRAFT PLANTS DEEP IN EUROPE BLASTED FROM BALTIC, ITALY-BASED HEAVIES SWARM OVER THE VIENNA AREA

Nearby, the American warplanes yesterday carried the weight of a single night-bombing air offensive to the four corners of Hitler's continental empire and into U.S. lines from France to Poland and Denmark to Vienna, ammunitioning past their 500th night-bombing.

Forces from a fleet of 1,000 Flying Fortresses and Liberators, escorted by the second day in a row by more than 1,200 U.S. fighters, slashed some 750 miles on Nazi aircraft plants in Poland, Austria, Germany and Hungary.

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

(Continued from page 1)

and 400 miles from the Russian border, from the Baltic, and with objectives in Leipzig, Tukwiler, Carlsbad, Swinemount and Potsdam, a mixture of Swinemount, in Germany, F Discuss the importance of this mission and its impact on the course of World War II. The significance of this mission lies in its strategic importance and its impact on the course of World War II. The American warplanes carried the weight of a single night-bombing air offensive to the four corners of Hitler's continental empire and into U.S. lines from France to Poland and Denmark to Vienna. This mission was part of a series of night-bombing missions aimed at weakening Germany's industrial infrastructure and disrupting its war production. The success of this mission contributed to the Allied victory by forcing the Germans to divert resources and manpower to defend their cities and industrial targets. The mission was also a demonstration of American air power and a response to the German night-bombing campaign. This mission marked a shift in the air war, as the Allies began to assert their dominance in the skies over Europe. The success of this mission bolstered American confidence and set the stage for future missions that would have a profound impact on the outcome of the war.
MISSION #29

RAIDS

(Continued from page 1)

Rail Yards
In Germany
Are Blasted

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

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

The serial bludgeoning of the Ger-
man's first-line anti-invasion defenses
in northern France went on, meanwhile,
unabated.

The Eighth Air Force bombers, wing-
ing into Germany for the fifth straight
day beneath a protecting umbrella of
more than 1,200 fighter planes, situated
at the crowded rail yards of Hamm, Oshri-ebuckt,
Schwerin (100 miles southwest of Dorn-
mandt) and Sosie (35 miles southeast of
Hamm).

All freight supplies to German forces
in the occupied countries along the
coast, and Hamm is probably the largest dis-
tributing point for rail traffic from the
Reich to the coast. In addition an air
base at Euskirchen, 70 miles west of Mul-
house, in France was pounded.

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

From Italy, Libs and Forts, escorted by
P-38s and P-47s, scored hits on at least
one major refinery at Plöetzit, and crews
reported large columns of smoke visible
for miles, obscuring the target and pre-
vanting observation of either recalls.
Intense ack-ack and some enemy fighters
were encountered.

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

Seine Bridges Hit Again

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

Escorted by Thunderbolts, the Marau-
ders attacked an 800-foot, six-span
bridge at Courcelles-sur-Seine, 40 miles
northwest of Paris; a 375-foot steel girder
bridge at Ouen; and a 450-foot bridge at
Berecourt, 30 miles northwest of Paris.
The Rouen highway bridge was left half
under water by the first formations of
Marauders to attack.

During the night R.A.F. bombers struck
military objectives on the French coast
and Mosquito hit targets in Leverkusen
and Zaventem. None was lost.

Heavy damage was inflicted on air-
craft factories at Halberstadt, Donau
and Oschersleben Tuesday, photographs taken
during and after the attacks showed.

At the Halberstadt 118 and 1188
components factories, three workshops
were destroyed, two half destroyed, and
several other buildings badly damaged.
All large hangars at the airfield were
seriously damaged.

At Oschersleben two heavy concentra-
(Continued on page 4)
Calais Gets Its Biggest Blow of War

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

Huge fleets of American heavy bombers yesterday thundered over France's Channel coast to give the Port of Calais its heaviest single pounding of the war, while at the same time, Italian-based U.S. heavy raids rained on Budapest in eastern Hungary and Transylvania.

After night had fallen, the RAF attacked vital targets from Denmark to the Balkans, a force of nearly 1,200 American bombers launching another massive offensive in the so-called Italian Theatre of war and five Balkan rail junctions.

Positively 1,000 tons of explosives were dropped on Germany's West Wall defense, by nearly 1,200 British and American forces and Liberators. Not one enemy fighter was encountered and the heaviest concentration was by short range Eighth Air Force Path, P47s and P51s dropped their bombs through cloud. Not one aircraft was lost.

The Return to Calais

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

Meanwhile, in another sharp attack on German railheads in the Balkans, 600 U.S. heavy bombers smashed railroad yards at Mizhkowsk, 100 miles northeast of Budapest, Szobor, 35 miles southwest of Budapest; Szeged, five miles from the junction of the Jugoslaw, Romanin and Hungarian borders; and the Chog and Simeria, in Transylvania.

For the Szobor area, through which the Germans found supply to their Western Front, it was the second attack in hours by Mediterranean-based aircraft.

The daylight assault was a blow struck by RAF medium and heavy bombers through thick haze.

Shortly after midnight yesterday a small force of RAF bombers swept over Saumur, in the second attack of the night 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 Mosquitos pelting a target in Denmark. No planes were lost.

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

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

In May, the USSTAF dropped its 63,000 tons of bombs from battered Pas de Calais in the Balkans. Operating from bases in Britain and Italy, the American bombers made a total of 30,168 sorties. Aircraft from Britain were out 27 days during the month and Italy-based craft 21 days.

A total of 1,286 enemy aircraft were destroyed in the air by the USSTAF, 438 of them by bombers and 318 by escorting fighters. Losses were 14 heavy bombers and 215 fighters.

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

MISSION # 30
JUNE 2, 1944
BEAUVIOR, FRANCE.

TARGET WAS ROBOT BOMB
INSTALLATIONS. DROPPED BOMB ON
G.H.E. SO DID NOT SEE RESULTS.
OUR WHOLE FINISHED TODAY, THE
FIRST FULL CREW TO FINISH ON OUR
GROUP. SHOT OF FOUR BOXES OF
FLARES OVER THE FIELD, BUZZED
THE FIELD TWICE, AND THEN LARGE
WAS INTERROGATED AND THEN DUE
STARTED IN TO GET AS DRUNK AS A HOG OLY.
REALLY HAD ONE HELL OF A TIME, OUR TIME
IN AIR WAS 5 HOURS AND 30 MIN.
RESTRICTED
HEADQUARTERS 2d BOMBARDMENT DIVISION
Office of the Commanding General
APO 558

GENERAL ORDERS )
NUMBER 89 )

EXTRACT

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

I. Under the provisions of Army Regulations 600-45, 22 September 1943, as amended, and pursuant to authority contained in Paragraph 2 b, Section I, Circular 56, Hq ETOUSA, 27 May 1944 and Letter, Headquarters Eighth Air Force, 1 June 1944, File No. 200.3, 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: 61 Patterson Street, Chicago, Illinois.

* * *

By command of Brigadier General HODGES:

OFFICIAL:

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

A TRUE EXTRACT COPY:

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 walked down through France across the Pyrenees into Spain, then to England, interrogated, then shipped back to the states.
"Boys That Finished Their Missions"

HAROLD LOVING
CREW 13
712TH SQ
MAY 24, 1944

GEORGE MASON
CREW 33
713TH SQ
JUNE 2, 1944

OPHEL POWELL
CREW 33
713TH SQ
MAY 19TH, 1944

STANLEY ZABOROWSKI
CREW 41
714TH SQ
MAY 22, 1944

EDWARD LIEB
CREW A
712TH SQ
MAY 26, 1944

HOBERT SALE
CREW 22
712TH SQ
MAY 30TH, 1944

JOSEPH KASPER
CREW 27
713TH SQ
MAY 30, 1944

HAROLD DERNSTEIN
CREW 11
712TH SQ
MAY 31, 1944

DENZIL STUMBO
CREW 34
713TH SQ
JUNE 2, 1944

EMERSON MILLER
CREW 27
713TH SQ
JUNE 2, 1944

M.S. CABALLERO
CREW 55
712 SQ
APRIL 29, 1944 - P.W.

a radio-operator
Soldiers, Sailors and Airmen of the Allied Expeditionary Force!

You are about to embark upon the Great Crusade, toward which we have striven these many months. The eyes of the world are upon you. The hopes and prayers of liberty-loving people everywhere march with you. In company with our brave Allies and brothers-in-arms on other Fronts, you will bring about the destruction of the German war machine, the elimination of Nazi tyranny over the oppressed peoples of Europe, and security for ourselves in a free world.

Your task will not be an easy one. Your enemy is well trained, well equipped and battle-hardened. He will fight savagely.

But this is the year 1944! Much has happened since the Nazi triumphs of 1940-41. The United Nations have inflicted upon the Germans great defeats, in open battle, man-to-man. Our air offensive has seriously reduced their strength in the air and their capacity to wage war on the ground. Our Home Fronts have given us an overwhelming superiority in weapons and munitions of war, and placed at our disposal great reserves of trained fighting men. The tide has turned! The free men of the world are marching together to Victory!

I have full confidence in your courage, devotion to duty and skill in battle. We will accept nothing less than full Victory!

Good Luck! And let us all beseech the blessing of Almighty God upon this great and noble undertaking.

Dwight D. Eisenhower
Mobile Base Defense Unit, comprised of flyers who had completed their required 30 missions and were now given the responsibility of defending the base from attacking German paratroopers. Mr. Schatz said that they had no training for that kind of fighting.

Mobile Base Defense Unit made up of all former combat crew members was broken up when we left for the States and home.
Sgt. Sol Schatz, son of Mr. and Mrs. Morris Schatz, 1843 South Springfield avenue, is an aerial gunner on a heavy bombardment crew now in training at Casper, Wyo.

Pvt. Sol J. Schatz of 1904 S. Hamlin av, is another Windy City soldier who wants to help “Keep ’em Flying.” He has graduated from the Air Corps technical school at Chanute Field.

“Sabotage,” we are informed, has teared up ugly head at Foster P.

Returned to this country after completing 30 missions over enemy territory as a waist gunner and engineer with the 8th air force, Staff Sgt. Sol G. Schatz recently visited his parents at 611 Patterson st. He now is assigned to the Walla Walla, Wash. army air field as instructor. Sgt. Schatz holds the distinguished flying cross and the air medal with three oak leaf clusters.