

FROM THE COMBAT FLIGHT LOG OF:



S/SGT. LAURI K. RAUTIO 31389678
BALL TURRET GUNNER (MAYHEW CREW)
708 SQDN. 447TH BOMB GROUP (H)

AGE: 19 YRS.

RATTLEDEN, ENGLAND
1944



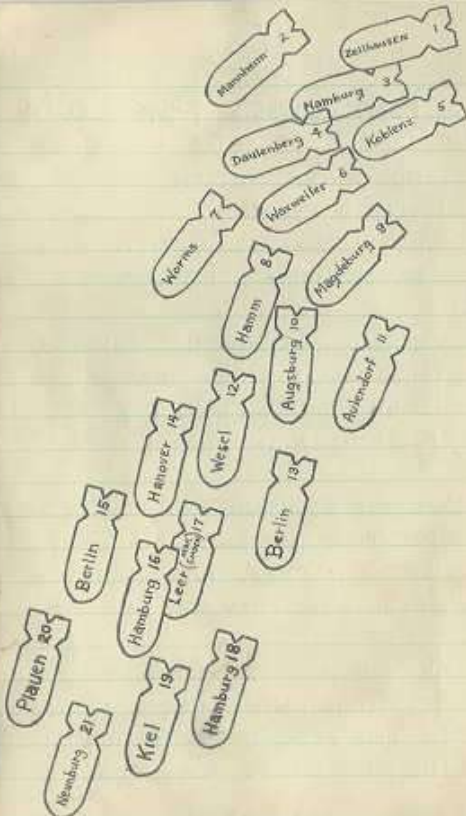
A GUNNER'S PRAYER

GOD OF OUR NATION,
FATHER OF MEN,
WE ASK THY PROTECTION
E'ER WE TAKE OFF AGAIN.

WE ARE FIGHTING THIS CONFLICT,
THAT MEN MAY BE FREE
TO LIVE ON IN FREEDOM
ON LAND, IN SKY, ON SEA.

WE ARE FIGHTING FOR LOVED ONES
FAR OVER THE SEA;
PROTECT THEM, OUR FATHER,
WHERE E'ER THEY MAY BE.

MAY WE AS 'PLANE GUNNERS
BE LOYAL AND TRUE
TO THE FLAG OF OUR NATION
THE RED, WHITE, AND BLUE.





PILOT CAPT. ALVIN D. MAYHEW
1610 EVERGREEN ST.
ROCKFORD, ILL.

CO-PILOT LT. EDWARD P. LUKOMSKI

NAVIGATOR LT. CARL A. DOSSENBACH
* LT. CARL G. MEEKS

BOMBARDIER LT. ABRAHAM HADDAD

ENGINEER + T.T. T/SGT. ALFRED E. DUSEY
9 FAWNDALE RD.
ROSLINDALE, MASS.

(OVER)

RADIO OP. T/SGT. FRANK E. KRAVETZ
146 HAWTHORNE AVE.
YONKERS, N.Y.

BALL TURRET S/SGT. LAURI K. RAUTIO
39 HAZEL ST.
FITCHBURG, MASS.

WAIST - SGT. JOE ENDZA

TAIL TURRET S/SGT. LLOYD W. HICKMAN
572 M^{rs} KEAN AVE.
DONORA, PENNA.

* "MICKEY" OPERATOR (PAINFINDER)
LT. DONALD J. FUNK

1. MISSION

1. MISSION DECEMBER 24, 1944

ZELLHAUSEN, GERMANY

FLEW "OLD BOOMERANG", A.C. # 338950

TIME IN AIR - 9 HRS.

ALTITUDE - 22,700 FT.

LOAD - 38 100 LB. G.P. BOMBS.

TEMP. AT ALT. - MINUS 36° C

BRIEFED FOR 40 GUNS

ENCOUNTERED NO ENEMY FIGHTERS

GOOD FIGHTER ESCORT

HITS - ONE HOLE IN RIGHT ELEVATOR

MY BALL TURRET PLEXIGLASS
WAS SPRAYED WITH WATER ON TAKE-
OFF AND AS A RESULT WHEN IT FROZE
VISIBILITY WAS COMPLETELY CUT OFF
THRU THE SIGHTING WINDOW. WHEN
I TEST FIRED THE RIGHT GUN FIRED
SEVERAL ROUNDS AND STOPPED.
AFTER A COUPLE HOURS HYDRAULIC
FLUID BEGAN TO SPRAY OUT ON ME
FROM THE VICKERS UNIT. FORTUNAT-
ELY NO FIGHTERS EXCEPT OURS

WERE UP. THE TARGET WAS HIT
SMACK CENTER. NO FLAK OVER THE
TARGET. IN RETURNING WE RAN
THRU UNCHARTED FLAK ESTIMATED
20 MILES SQUARE. IT WAS INTENSE
AND ACCURATE BUT OUR ONLY BATTLE
DAMAGES WAS ONE SMALL HOLE IN
THE RIGHT ELEVATOR.

ONE SHIP BLEW UP AND WENT
DOWN IN FLAMES, -- A DIRECT HIT
IN THE LEFT WING. NO CHUTES
WERE SEEN TO COME OUT. I DIDN'T
SEE ALL THIS - OTHERS ON THE CREW
DID. IT WAS A P.F.F. SHIP IN FRONT
OF US. (CHRISTMAS EVE) QUITE
AN X-MAS PRESENT FOR THAT
CREW.



#2. MISSION



#2. MISSION

DECEMBER 30, 1944

MANNHEIM, GERMANY

FLEW "OLD BOOMERANG", A.C. # 338950

TIME - 8 HRS., 45 MIN.

ALT. - 26,000 FT.

LOAD - 18 - 250 LB. G.P.'S & 2 - 500 LB.

INCINDIARY BOMB CLUSTERS

TEMP. - MINUS 41 ° C

BRIEFED FOR 80 GUNS

NO ENEMY FIGHTERS

GOOD FIGHTER ESCORT

NO BATTLE DAMAGES

MY BALL TURRET SPRAYED HYDRAULIC
FLUID AGAIN BUT NOT TOO BADLY. THE
RIGHT GUN HAD A MALFUNCTION AGAIN
ALSO. FLAK WAS MODERATE.
TWO SHIPS WENT DOWN WHEN THEY
COLLIDED IN MIDAIR DUE TO PROPWASH.
NO CHUTES WERE SEEN. THE TARGET
WAS RAILROAD MARSHALLING YARDS,
TO DISRUPT NAZI TRANSPORTATION
AND COMMUNICATION, TO PREVENT TROOPS



#4. MISSION JANUARY 1, 1945

DAULENBERG, GERMANY

THE WEATHER ON OUR FIELD AND VICINITY THIS MORNING WAS THICK AS PEA SOUP AND AS A RESULT ONE SHIP BLEW UP WITH A FULL BOMB LOAD (38-100 POUNDERS) ON TAKEOFF WHILE WE WERE FORMING WE HAD A CLOSE CALL WHEN ANOTHER SHIP ALMOST COLLIDED WITH US. THE PILOT WAS BUSY. THE CO-PILOT WHO ISN'T ORIGINALLY OF OUR CREW DUMPED THE STICK JUST IN TIME.

THE TARGET WAS OIL STORAGE TANKS AT A SMALL PLACE (DAULENBERG) IN THE VICINITY OF BRUNSWICK. WE REALLY TOURED GERMANY TO-DAY FROM WAY UP NORTH TO ALL THE WAY SOUTH. THE FLAK WAS MODERATE. OUR PLANE GOT NO BAD BATTLE DAMAGES TO-DAY. THIS WAS DUE TO EXCELLENT NAVIGATION IN

DODGING FLAK AREAS. JOE WENT "HAYWIRE" AGAIN TO-DAY -- THIS IS GETTING SERIOUS. ENEMY AIRCRAFT WERE CALLED IN THE AREA TO-DAY. "HICK" SAW 3 JET JOBS AND ONE "MESSUP" 109. WE WERE WAITING AND READY FOR A FIGHT WHEN OUR "LITTLE BUDDYS" - THE PEASHOOTERS - CHASED THEM OFF. OUR FUEL SUPPLY WAS QUITE LOW AGAIN TO-DAY WE WERE IN THE AIR FOR 7 HOURS AND 30 MINUTES TODAY. THE BOMBING WAS VISUAL. I TRACKED THE BOMBES DOWN AND SAW THEM HIT. OURS FELL A COUPLE HUNDRED FEET SHORT BUT THE NEXT GROUPS HIT "SMACK CENTER" -- AND THERE WENT SOME MORE OF GERMANY'S VITAL OIL.

WE FLEW "OLB BOOMERANG" - A.C. 338950



BY A "THUNDERBOLT" PILOT.

BY A "THUNDERBOLT" PILOT.

That first night the fellows go back on the barracks and try to overlook that empty "back" in the middle of the room. The old wisecracking goes on as each fellow tries to cover up his own thoughts by kidding his friends. But still we all wonder who'll be next and how long it will be before it happens. And the next day the missing fellow's best pal calls up and gets someone to help him gather up the clothes, the footlocker and all the stuff around that make that particular little section home for a guy who once lived there, but who has gone down. Probably in a couple of days this same little spot will be bustling with a new sport's gear and he'll be whistling and thinking of the time when he ran out on a mission.

Yet we know that with us it is better than it is for the fellows who fly the Big Friends. With us the final stroke is clean. We do not see our buddies get the final blow. There is simply the flash of the Hun, strikes on the Thunderbolt and an empty sky. But then and again the bonfire lads bring their ships back full of holes and with dead and wounded crew members. Some of them crawl on landing, after being shot up. And they've had to sit there and take it for hours on end. That's why all of us who fly the "Pos Shooters" admire the hell out of the bomber crews. They've got what it takes and they're winning the aerial war. We're proud to fly alongside of them and be the sidestory.

Heavies Hit Supply Lines For 12th Day

The 8th AF Force's relentless assault on supply lines feeding Nazi forces in the Ardennes salient thundered into its twelfth straight day yesterday as over 1,100 Fortresses and Liberators, supported by some 600 Mustangs and Thunderbolts, strafed road and rail centers at more than a dozen different points.

Working deeper into Germany than on Tuesday the heavies rocked communications centers northwest of Karlsruhe and some near the Belgian-German border. Marshalling yards at the Cologne and Frankfurt areas took a beating. Bombing was mostly by instrument.

Evidently still on the floor after taking the count from Allied air night Monday, the Luftwaffe remained notably absent. A lone bomber and five fighters, seven of which were believed to have landed in friendly territory, did not return from yesterday's mission.

The present offensive is the longest series of concentrated attacks made by the Eighth in three weeks of bombing the enemy. Over 14,000 bombs and lighted bombs have been flown during the drive, and 25,000 tons of bombs have been dropped on Nazi targets. Fighter pilots and bomber gunners have reported less than one aircraft destroyed by their fire.

A Reuters dispatch last night disclosed that in the first 16 days of the German offensive Allied air forces alone destroyed 1,947 Nazi planes, not counting jet-a-ack successes.

Hostilities southwest of St. Vith in the center of the salient, was attacked by medium bombers through thick cloud. 21st Army Group headquarters reported.

13

#5. MISSION JANUARY 3, 1945

KOBLENZ, GERMANY

OUR TARGET TODAY WAS MUNITIONS AT KOBLENZ BUT THE FORMATION WAS SCREWED UP ON THE BOMB RUN WHEN THE LEAD SHIP CUT THEIR THROTTLES DOWN FOR SOME REASON. "ED" (CO-PILOT) OPENED THE COWL FLAPS AND DROPPED THE WHEELS JUST IN TIME TO PREVENT US FROM FLYING INTO HIM. I WAS THE ONLY ONE BESIDES THE PILOT AND CO-PILOT TO SEE IT AS I HAD MY TURRET TURNED FORWARD. IT GAVE ME A REAL SCARE TO SEE THE WHEELS COMING DOWN WAY OVER GERMANY. I THOUGHT WE WERE GOING TO HAVE TO LAND AT FIRST, BECAUSE THE FORMATION SCREWED UP WE MADE A DRY RUN AND WENT ON AND STRUCK THE SECONDARY TARGET - RAILROAD

MARSHALLING YARDS JUST OUTSIDE OF KOBLENZ FROM AN ALTITUDE OF 25,500 FT. THRU A 10-10 OVERCAST BY INSTRUMENTS. THERE WAS NO FLAK AT THE TARGET BUT JERRY DID THROW UP SOME ROCKETS. THEY WERE THE FIRST I HAVE SEEN. THEY DIDN'T SEEM TO BE VERY ACCURATE HOWEVER. WE SAW A JET JOB HIGH UP ABOVE AND WAY OUT TO 5 O'CLOCK BUT HE DIDNT ATTACK. WE HAD A GOOD ESCORT OF P-51'S. THE JET LEFT A "CONTRAIL" BUT WHEN HE CUT OUT IT WOULD STOP AND HE WOULD DISAPPEAR. THEY'RE VERY HARD TO KEEP TRACK OF BECAUSE OF THAT.

OUR LOAD WAS 12 - 500 LB. G.P.S.
REPL. W/ST GUNNER BROKE BALL T'S DOOR HINGE SO I HAD TO FLY THAT WAY. (FLEW A.C. 338950)

JANUARY 4, 1945

After 12 Straight Days 8th AF Heavies Are Idle

The 8th AF Force's assault on Nazi supply lines was interrupted by weather yesterday, the heaviest being after 12 straight days of operations heading Polish Soldiers of RAF Fighter Command attacked V2 storage and repair-plant plants in Holland.

Luftwaffe Tops Its D-Day Size

PARIS, Jan. 4 (AP)—As a result of its policy of diversion and continued production, the Luftwaffe is now maintaining strength that on D-Day, and before signs of superior leadership, a senior air officer reported today, but its general effectiveness against the Allies is no greater, he added.

The report was given in a general review of the air situation in operations to mark the end of a year of operations by the U.S. Strategic Air Forces in Europe.

It was stated that there had been a steady increase in accuracy and intensity of German air in 1944.

During the year USSTAF considered the Luftwaffe incapable of offering resistance against Allied landings, denied the enemy a large percentage of his oil production, and denied a large part of its efforts to co-operating directly with the ground forces. Lt. Gen. Carl Spaatz, USSTAF commander, said.

"During most of 1944, the strategic attacks, together with those of RAF Bomber Command, forced the Germans to shut down approximately 1,200,000 men—the number of operations of 100 ground divisions—to the defense of important targets," he said.

From Washington, it was reported that more than 2,200 airmen who participated in raids by daylight bombers on plants of V2s in Rammstein were missing.

Heavies Out Again; Blast Supply Lines

Grounded for a day by weather over the Continent, the 8th Air Force resumed its onslaught against German supply points yesterday as more than 1,000 Fortresses and Liberators, escorted by Mustangs in excess of 500, hammered communication centers and rail yards in a broad area extending from Cologne south to Karlsruhe and east to a point beyond Frankfurt.

Weather was still an impediment, and the heavies had to place their loads by means of incantrament. One group of the escorting Mustangs scraped runways to help in locomotives and freight cars. There was no enemy fighter opposition.

The 8th's ultimate objective is a morning attack by RAF Mitchells and Bombers on a communications center near St. Vith. Earlier, RAF Lancasters had pounded German bridges, artillery and supply points at the mouth of the River Rhine, some 50 miles northwest of Bonn.

Weather kept 8th Air Force planes inactive for another day, but planes of the RAF's 2nd Tactical Air Force managed to get in more than 300 sorties, hitting German strongpoints of the mouth of the Moselle, and shattering up locomotives and tracks along rail and road routes.



#6. MISSION JANUARY 5, 1945
WAXWEILER, GERMANY

I FLEW TO-DAY'S MISSION IN THE WAIST BECAUSE WHEN THE GROUND CREW REPAIRED THE HINGE ON THE DOOR OF MY TURRET THEY DIDN'T FILE THE ENDS OF THE BOLTS SHORT ENOUGH - AND BECAUSE OF THIS I COULDN'T CRANK IT DOWN FAR ENOUGH TO CLIMB IN. THE TEMPERATURE WAS MINUS 30° C -- NOT QUITE AS COLD AS USUAL. THE FLAK WASN'T VERY HEAVY TO-DAY BUT IT WAS VERY ACCURATE. IT SOUNDED LIKE HAIL ON A TIN ROOF BUT DISPIE ALL THE NOISE I WAS SURPRISED TO FIND OUT WHEN WE LANDED WE HAD ONLY TWO HOLES. ONE IN THE TAIL RIGHT BEHIND "HICK" AND THE OTHER WAY OUT ON THE RIGHT WINGTIP.

THE TARGET WAS TO KNOCK

OUT COMMUNICATIONS. WE HAD A LOAD OF 12 500 LB. GENERAL PURPOSE BOMBS. THERE WAS A 10-10 OVERCAST OVER THE TARGET. THE WEATHER WAS "LOUZY" ALL THE WAY AROUND TO-DAY. WE HAD TO FORM S.W. OF LONDON. EVEN SO, OUR P-51 ESCORT WAS AT THE RONDEVOUS POINT "RIGHT ON THE NOSE." I GOT A SCARE WHEN 2 P-51'S GAVE ME WHAT I THOUGH WAS A HEADON VIEW OF ENEMY FIGHTERS. JUST BEFORE I OPENED FIRE ONE PULLED UP A LITTLE AND I COULD SEE BY HIS "CONTRAILS" HE WAS GOING IN THE OPPOSITE DIRECTION. I FELT LIKE I HAD ICE IN MY VEINS THRUOUT MY WHOLE BODY. PERHAPS I WAS A BIT "TRIGGER HAPPY"



TO-DAY TOO -- AS WE WERE BRIEFED FOR FIGHTERS. ON THE WAY BACK THE BRITISH A.T.S. GIRLS FIRED ABOUT 8 BURSTS OF FLAK AT US OVER THE ENGLISH COAST TOO. BOY DID WE CUSS OVER THE "INTERCOM" IT WAS, HOWEVER, WAY OFF TO OUR LEFT. PERHAPS IT WAS MORE OR LESS A WARNING AS THEY PROBABLY WEREN'T WARNED OF OUR RETURN. WE CAME BACK OVER THE CHANNEL UNDER 500 FT. WE HAD TO PULL UP TO GO OVER THE HILLS IN ENGLAND. DURATION OF THE MISSION WAS 8 HRS. AND 15 MINUTES.

FLEW "OLD BOOMERANG" A.C. 338950

JANUARY 6TH AND 7TH

1,000 Heavies Defy Ice, Fog, Hit Nazi Rails

Despite bitter cold, ice, fog and thick clouds which have stepped in as foes of the heavy bombers in the absence of opposition from the Luftwaffe, better than 1,000 Fortress and Liberator of the 9th Air Force, protected by approximately 650 Mustang and Thunderbolt, yesterday hit rail facilities in an area stretching south from Hamm, northeast of the Ruhr, to Rheint and Achen, southwest of Karlsruhe.

The 1000s followed Sunday raids by the 9th and RAF--the latter's 11th successive night of heavy bombing--when 818 Fortresses and Liberators shellacked marshalling yards at Cologne, Coblenz and Ludwigshafen and bridges across the Rhine at Cologne and Bonn, and the RAF's Halifax and Lancasters struck at the railway center and industrial town of Hamm, 40 miles east of Frankfurt.

On both Saturday and Sunday the 55th Mustang Group dropped to the deck to shoot up locomotives and freight cars. Sunday's strafing also included an airfield in the Stuttgart area, with 13 enemy planes reported downed, four by 21st, Albert J. Barnes, of Jamaica, N.Y.

All of the 9th's week-end bombing was accompanied by severe icing conditions. No enemy fighters were out either day and the rough weather seriously bothered Nazi ack-ack crews. Flak was only moderate Saturday, and remaining photo reconnaissance described it as meager. Temperatures upstairs hit a frigid 30 below, normally.

Seven fighters and nine fighters out of an escort of some 350 Mustangs did not come home from Saturday's mission. Losses yesterday were nine fighters and one fighter.

Three Mustangs of the 9th Air Force hit a highway bridge at Fern, Saturday afternoon in the only operation of the 9th for the day.

#7. MISSION

JANUARY 6, 1945

WORMS, GERMANY (LUDWIGSHAFEN AREA)

TO-DAYS MISSION WAS TO KNOCK OUT SOME OF GERMANY'S TRANSPORTATION. OUR LOAD CONSISTED OF 10 500 LB. G.P. BOMBS AND 2 500 LB. INCIN-DIARY BOMB CLUSTERS. WE TOOK OFF IN HORRIBLE WEATHER AGAIN EARLY THIS MORNING. THE WEATHER SHIP CRACKED UP ON TAKEOFF AND BURNED UP. IT WAS OLD "ROUND TRIP" - A REAL OLD TIMER. THE CALIERE 50'S WERE COOKING OFF IN THE FIRE AND GOING OFF ALL OVER. EVERYONE, FORTUNATELY, ESCAPED WITHOUT INJURY. ITS A LUCKY THING IT CARRIED NO BOMB LOAD.

THE TEMP. WAS FREEZING AT GROUND LEVEL AND THAT MADE EVERYTHING EVEN MORE DIFFICULT THAN USUAL. WE BOMBED BY

INSTRUMENTS THRU A 10-10 OVERCAST. FLAK TODAY WAS MODERATE BUT WE SUFFERED NO BATTLE DAMAGED WHATSOEVER. WE HAD AN EXCELLENT FIGHTER ESCORT AND SAW NO ENEMY AIRCRAFT.

THE GROUP ON OUR LEFT DROPPED ON A TARGET BEFORE WE GOT TO OURS AND THEIRS WAS VISUAL. I TRACKED THEIR BOMBS DOWN AND SEEN THEM HIT RIGHT IN A LARGE TOWN. A FEW SECONDS LATER FIRES BLINKED EVERYWHERE DOWN THERE IN A SHORT TIME THE PLACE WAS AN INFERNO AND SOON THE SMOKE BLOTTED OUT THE SCENE. THE MISSION LASTED 7 HRS. AND 45 MINUTES.

TO-DAY JOE DIDN'T FLY WITH US. WE HAD A REPLACEMENT WAIST GUNNER. HE WAS ON THE BALL. FLEW A.C. 339450

#8. MISSION

JANUARY 7, 1945

HAMM, GERMANY

THE LUFTWAFFE WAS EXPECTED UP TODAY - AND THEY WERE. OUR GROUP WAS SPLIT UP AND IT ACCOMPANIED OTHER DIVISIONS TO 3 DIFFERENT TARGETS. LUCKILY, WE GOT THE BEST OF THE THREE. WE HAD AN ESCORT OF 7 FULL GROUPS OF P-51'S - SWEET BOYS. ENEMY FIGHTERS WERE UP TO-DAY BUT WE WEREN'T HIT. THEY FOLLOWED THE OTHER TWO DIVISIONS BACK TO ENGLAND BUT THE PEAK SHOOTERS KEPT THEM OFF. (THOSE DEAR BOYS) THEY HAD A RED ALERT HERE AT THE FIELD WHILE WE WERE UP.

WE HIT THE SECONDARY TARGET, JUST OUTSIDE OF HAMM THRU A 10-10 OVERCAST BY P.F.F. THERE WAS NO FLAK OVER THE TARGET

BUT JERRY THREW SOME UP AT US ON THE WAY BACK AT THE COAST OF HOLLAND. IT WAS WAY OFF TO 10 O'CLOCK THO AND WE GOT NO HITS. WE WERE IN ENEMY TERRITORY FOR "ONLY" 2 HOURS TO-DAY (6 HRS. ON OXYGEN). WE CARRIED 6 1000 LB. BOMBS.

TO-DAYS FLIGHT WAS THE COLDEST I'VE EVER MADE. THE TEMP. WENT DOWN TO 50° (C) BELOW ZERO. ALTHO MY HEATED SUIT KEPT ME FAIRLY WARM -- I HATE TO THINK WHAT WOULD HAVE HAPPENED IF IT WOULD HAVE GONE ON THE "BLINK". MY OUTER BOOTS WERE AS SOLID AS ROCK WHEN I CAME OUT OF THE TURRET. MY HANDS AND FEET WERE QUITE COLD BUT NOT ENOUGH TO CAUSE ANY DAMAGE.

FLEW A.C. 338950

8th Fighters Hit

Luftwaffe For

Record Kill

180 Nazis KO'd in Air; Oil Bombed

Air battles flared anew over the Continent yesterday as more than 850 Mustangs and Thunderbolts of the 8th Air Force, protecting a force of some 900 Fortresses and Liberators that blasted oil refineries and storage depots deep within the Reich, shot 149 attacking Nazi planes out of the sky.

In addition, 21 enemy planes were knocked down by gunners of the heavy fighters, also in three more attacks on the ground, making a grand total of 183 planes destroyed.

The force reported a new record for fighters of the 8th, surpassing the previous mark of 134 set on Nov. 2 of last year, during a raid on the Messing oil plant.

The 37th Mustang Group, commanded by Lt. Col. Ivan H. Dwyer, of Vinson, Wis., took the biggest toll of enemy aircraft, heading for over six a new record for 8th fighters. The 37th's score makes the old mark of 38 set by the 252nd Mustang Group on Nov. 2.

The targets in the large Hammels-ward oil refinery near Berlin, on the Danish peninsula, (the first attack, planned a week ago) at Magdeburg; the Salzgitter steel plant, and two of storage depots, one at Oerzen, northeast of Magdeburg and one at Elmen, northeast of Brunswick.

Some bombers pounded the German Goring coal works at Hiltendorf, south of Brunswick. Day after day, Mustangs and Thunderbolts who went along on the

#9. Mission

JANUARY 14, 1945

MAGDEBURG, GERMANY

ANOTHER "Cook's Tour" IS WHAT WE FOUND OUT WAS IN STORE FOR US WHEN WE WALKED INTO BRIEFING AT ABOUT 3 O'CLOCK THIS MORNING. TODAY'S TARGET, WE WERE TOLD, IF HIT WELL WOULD ELIMINATE 16% OF GERMANY'S VITAL OIL RESERVE. WE WERE BRIEFED FOR TO HEAVY (88's + 155's) GUNS AT THE TARGET. OUR LOAD WAS TO BE 20, 250 LB. G.P. BOMBS, BOMBING ALTITUDE TO BE 27,000 FT. AND TEMP. AT ALTITUDE MINUS 45° C. EVERYTHING WAS QUIET - AS ALWAYS.

WE FLEW UP AROUND THE NORTH SEA ROUTE -- BY HELGOLAND AND DOWN THRU STETTIN. WE WENT RIGHT BY THE OUTSKIRTS OF BERLIN. WE PASSED THRU A NARROW FLAK CORRIDOR BETWEEN BERLIN AND BRANDENBURG. BERLIN IS REALLY A HELLOVA BIG PLACE. THEY THREW UP ROCKETS AS WELL AS FLAK

BUT WE WERE WELL IN BETWEEN THEM -- GOOD NAVIGATING -- OUR BOY MEERKS. WE GOT FLAK ON THE WAY INTO ENEMY TERRITORY AT STETTIN. IT WAS TRACKING RIGHT BEHIND US. I SEEN ONE B-17 BLOW UP AND GO DOWN FLAMING, DISINTEGRATING, ALL THE WAY DOWN AND THEN BLOW UP WHEN IT HIT THE GROUND AGAIN. BOY THATS A HELLOVA FEELING, SITTING THERE, WAITING --- BUT NO CHUTES COME OUT.

AT THE TARGET ON THE BOMB RUN THE JERRIES WERE USING A BARRAGE -- A TERRIFIC BARRAGE. I SEEN THE SQDN AHEAD OF US "GET IT." ONE SECOND THE SKY WOULD BE -- JUST BARE -- THEN THE NEXT, RIGHT IN THE SQDN. IT WOULD BE FILLED WITH BURSTING FLAK. THEN WE CAME THRU -- AND -- NO FLAK! ??? THEN, THE SQDN. BEHIND CAME THRU -- AND THE SAME

BARRAGE. IT WAS SO INTENSE I COULDN'T SEE HOW THEY EVER BORED THRU LIKE THEY DID. WE FIGURED LATER THAT WE MUST HAVE CAUGHT THEM JUST WHEN THEY WERE RELOADING.

DURING ALL THIS TIME DUSEY'S OXYGEN MASK HAD BECOME UNPLUGGED AND WE DISCOVERED IT JUST IN TIME WITH AN OXYGEN CHECK. WHEN "ED" (CO-PILOT) GOT TO HIM HE WAS ALREADY BLUE. HE CLAMPED THE OXYGEN HOSE TO HIS MOUTH AND TURNED IT ON "100%" (PURE OXYGEN) AND AFTER A WHILE HE CAME AROUND O.K. -- BUT IT WAS CLOSE. ALL THIS TIME I WAS SWEATING HIM OUT IN THE TURRET -- I WAS AFRAID IT WAS FLAK THAT GOT HIM.

WE CAME STRAIGHT HOME -- BY BRUNSWICK AND AMSTERDAM DODGING THE FLAK AREAS ALONG THE WAY.

I SEEN THE LUFTWAFFE TRYING TO COME UP AND INTERCEPT US BUT I

CARRY THRU THEIR ATTACK TWO P-51'S INTERCEPTED THEM AND THEY BROKE AWAY. I SAW DOGFIGHTS DOWN LOW AND IN THE DISTANCE BUT SAW NO PLANES GO DOWN.

THE MISSION LASTED 8 HRS. AND 30 MIN. FLEW "OLD BOOMERANGS" A.G. 338950.

MERVILLE, FRANCE -- JAN. 20, '45

#11. MISSION JANUARY 20, 1945
AULENDORF, GERMANY (STUTTGART AREA)

TO-DAY WE WENT OUT ONCE AGAIN TO HAMMER AT THE RAILWAYS OF GERMANY, -- TODAY IT WAS THE MARSHALLING YARDS OF AULENDORF IN THE AUGSBURG AND STUTTGART AREA. OUR LOAD WAS 12 - 500 LB. G.P. BOMBS TO BE DROPPED FROM 27,000 FT. THE TEMP. AT ALT. TO-DAY WAS MINUS 54°C. WE WERE ON OXYGEN FOR 7 SOLID, LONG HOURS AND SWEATED OUT ENEMY TERRITORY FOR APPROXIMATELY 2 1/2 HOURS. FLAK WAS LIGHT BUT VERY ACCURATE. WE THREW OUT NO CHAFF OVER OR BEFORE THE TARGET TO SCREW UP THE ENEMY FLAK GUN RA-DAR -- SO PERHAPS THAT EXPLAINS THE ACCURACY. WE GOT OFF EASY THO -- WE ONLY GOT ABOUT 4 HITS -- ONE IN NO. 4 ENGINE JUST A COUPLE INCHES FROM

THE OIL TANK, ONE CAME UP THRU THE CAMERA WELL AND THRU THE RADIO ROOM FLOOR MISSING FRANK BY BUT A COUPLE INCHES AND GOING OUT THRU THE TOP THRU THE SKIN. IF FRANK HAD BEEN IN POSITION THROWING CHAFF HE WOULD HAVE GOT IT THRU THE KNEE. THE OTHER HITS WERE BEHIND THE CO-PILOT AND JUST IN FRONT OF THE RIGHT BOMB BAY DOOR. WE SPENT AN EXTRA HOUR OVER THE TARGET THUS WASTING A LOT OF FUEL SO ON THE WAY BACK WE WERE FORCED DOWN AT MERVILLE, FRANCE - S.W. OF LILLE. ITS REALLY HARD TO WRITE MY IMPRESSIONS WHEN WE FIRST LANDED OR SEEN THE FIELD. ON THE APPROACH I SEEN AHEAD - JUST BEFORE THE RUNWAY A B-24 CRACKED UP WITH ITS TAIL STICKING UP IN THE AIR.

WHEN WE LANDED AND TAXIED TO "PARK" THE SHIP - ALL ALONG THE SIDES WERE B-24'S AND P-51'S AND AN OCCASIONAL IT THAT HAD CRASH LANDED THERE -- ALL BASHED TO HELL. WHEN THE ENGINES STOPPED SOME FRENCHMEN CAME OVER AND CURIOUSLY LOOKED OVER THE PLANE AND THE HOLES IN IT AND WHEN WE WERE TAKING THE GUNS OUT OF THE TURRETS.

LATER WE WERE TAKEN TO THE AMERICAN AIR EVACUATION CENTER IN THE TOWN IN A G.I. TRUCK. WE WERE GIVEN "SACKS" AND THEN GIVEN THE PRIVILEGE TO GO OUT IN THE TOWN. WE FOUND OUT THAT THE TOWN HAD BEEN IN GERMAN HANDS JUST 4 WEEKS AGO. THE WHOLE TOWN WAS A SHAMBLES. EVERYWHERE THE BUILDINGS WERE PEPPERED WITH BULLET AND SHRAPNEL HOLES. THE

STREAM WHICH RAN THRU THE TOWN HAD ALL REPLACEMENT BRIDGES BUILT BY U.S. ARMY ENGINEERS. WE VISITED ALL THE CAFES IN THE TOWN AND IN ALL THE CIELINGS WERE FULL OF HOLES. THE FEELING TOWARD AMERICANS WAS NOT AS HIGH AS IT WOULD BE EXPECTED. WE SLEPT IN OUR "BARRACKS" AND THE NEXT MORNING LOOKED THE TOWN OVER IN DAYLIGHT. WE FOUND A SHOP WHERE THE WOMAN SPOKE ENGLISH AND WE BOUGHT A FEW SOUVENIRS. WE TOOK OFF AGAIN AND RETURNED TO ENGLAND ABOUT NOON. WE HAD TO FLY 30 MILES S. OF DUNKIRK -- ABOUT 15° OFF COURSE BECAUSE OF JERRY ACK ACK STILL THERE.

(P.S. -- They were looking for gunners to sit in the ships at nite to man the top turrets

because they thought Jerry would bomb them during the nite -- Not Me tho -- I went with "Porty" & the gang "pub-crawling". Boy what rot-gut hootch! (Cognac & Gin)

#12. MISSION

FEBRUARY 2¹ '45

WESEL, GERMANY (RHUR)

TO-DAY'S MISSION WAS TO KNOCK OUT A COUPLE BRIDGES ON THE RHINE RIVER JUST A SHORT WAY OVER THE LINES TO HELP OUT THE GROUND FORCES. WE WERE TOLD IF WE COULD KNOCK THEM OUT THE GROUND FORCES WOULD HAVE THE JERRIES TRAPPED WITH THEIR BACKS TO THE RHINE. WE WERE BRIEFED FOR 100 GUNS OVER THE TARGET, BUT THE ONLY FLAK I SAW WAS ABOUT 1/2 MILE BEHIND US. WE HAD A RA-DAR JAMMER WITH US TO-DAY - PERHAPS THAT IS WHY THE FLAK WAS SO INACCURATE. WE FLEW WITH THE 385TH BOMB. GROUP TO-DAY. THE FIGHTER SUPPORT WAS FROM UNDO'S GROUP TO-DAY -- I COULD TELL BY THE COLORS. WE WERE ONLY IN ENEMY TERRITORY ABOUT 1/2 HOUR. THE TARGET WAS OBSCURED BY A 10-10TH OVERCAST SO WE HAD TO

BOMB BY P.F.F. WE CARRIED 6 1000 LB. GENERAL PURPOSE BOMBS. TEMP. WAS MINUS 38° C.

IN GETTING INTO MY TURRET TO-DAY WHEN I PLUGGED FROM THE WAISTS OXYGEN SYSTEM TO THE BALL'S I STARTED BECOMING ANOXIC -- THE REGULATOR IN THE TURRET HAD BECOME FROZEN. WE HAD A REPLACEMENT WAIST GUNNER -- HE WAS ON HIS TOES. HE GRABBED MY MASK AND PULLED IT LOOSE AND RE-PLUGGED IT INTO THE LEFT WAIST SYSTEM AND TURNED IT ON "100% PURE." I CAME AROUND O.K. -- AND THEN WORKED ON THE REGULATOR IN THE BALL - POUNDING ON IT UNTIL THE BLINKER JARRED LOOSE. MY MASK WAS FROZEN A LITTLE TOO BUT I BROKE THE ICE UP BY SQUEEZING IT. DURATION OF THE MISSION WAS 5 HRS. 45 MIN. - ALT. 25,000 FT. FLEW A.C. 338950

BERLIN, GERMANY

SAT, FEB. 3, 1945





#18. Mission FEBRUARY 3, 1945
 BERLIN, GERMANY

I NEVER FELT AS "SICK", OR TO BE TRUTHFULL. HAD SUCH A SCARED FEELING DEEP IN MY STOMACH BEFORE A MISSION AS I DID THIS MORNING WHEN THE SCREEN IN FRONT OF THE MAP WAS ROLLED UP IN THE BRIEFING ROOM AND I SAW THE MISSION. "THE BIG B."

THE MISSION WAS IN SUPPORT OF THE RUSSIAN ARMY IN THEIR OFFENSIVE AGAINST BERLIN. THE TARGET WAS COMMUNICATIONS IN THE HEART OF THE CAPITAL. TO BE EXACT, OUR TARGET WAS WILHEMSTRASSE - AND AS I LATER LEARNED FROM BOMBARDIERS AND TOGGIERS - THE NUMBERS OF THE HOUSES WERE EVEN GIVEN.

AS WE WERE TAXIING OUT TO THE RUNWAY, TO TAKE OFF, WE BLEW OUT A TIRE AND WE ALL WERE HAPPY BECAUSE WE THOUGHT IT

WOULD DELAY US ENOUGH TO MISS THE RAID. WE WERE SADLY MISTAKEN HOWEVER. THE GROUND CREW RUSHED OUT AND MADE THE CHANGE IN 20 MINUTES.

WE BOMBED FROM AN ALT. OF 25,500 FT. AT WHICH THE TEMP. WAS MINUS 45° C. FLAK OVER THE TARGET REALLY AMAZED US, AS WE EXPECTED IT TO BE MUCH HEAVIER. IT WAS MODERATE AND QUITE INACCURATE. I GUESS MOST OF THE HEAVY GUNS HAVE BEEN MOVED AND SET UP IN AN ATTEMPT TO STOP THE RUSSIANS. ON THE WAY BACK (WE CAME BY THE NORTH SEA ROUTE) WE GOT A LITTLE FLAK AT HELGOLAND AND SEVERAL OTHER ISLANDS BUT IT DIDNT AMOUNT TO MUCH. WE WERE IN ENEMY TERRITORY FOR 4 HOURS, IN THE AIR 9 HRS. AND 15 MINUTES, ON OXYGEN 6 HRS.

OUR LOAD WAS 12 500 LB. BOMBS (MIXED INCINDIARY CLUSTERS, DEMOLITIONS, AND DELAYED ACTION DEMOLITION BOMBS --- SOME DELAYED AS MUCH AS A FULL WEEK.)

WE HAD AN ESCORT OF 5 GROUPS OF P-51'S. OUR GROUP HAD TO HIT THRU A SLIGHT OVERCAST BY P.F.F. WE GOT NO BATTLE DAMAGES.

IT REALLY LOOKED LIKE A PARADE OVER THERE TODAY -- DEFINITE PROOF OF ALLIED AIR SUPERIORITY. AS FAR AS THE EYE COULD SEE TO THE FRONT AND REAR WERE GROUPS OF B-17 FORTS - AND MIXED ALL OVER IN GROUPS OF ABOUT 4 ABOVE, BELOW, AND TO THE SIDES - P-51'S. --- ALL THOSE PLANES ROAMING OVER GERMANY AS THEY PLEASE UNMOLESTED BY ENEMY AIRCRAFT.

2,500 TONS SMASH AT THE HEART OF BERLIN

1,000 Fortresses Attack by Day

THE heart of Berlin shuddered yesterday under the mightiest assault it has ever had as over 1,000 U.S. Flying Fortresses in two great waves pounded the capital with about 2,500 tons of bombs.

This time it was not just another attack. It was a concentrated blow crowded into a short forty-five minutes and aimed at the hard core of Naziism—Government buildings, military offices, Gestapo H.Q., main rail stations and manufacturing yards.

Even Berlin, most bombed city in Germany, has never had anything like it before. Twice the RAF in night attacks has delivered a greater tonnage, but their bombs were spread more widely.

The purpose of this startling blow was plain: It was to smash communications and disorganize control of military forces.

The timing of the raid was masterly. Streams of refugees have jammed the capital's road and rail arteries for days and last night there must have been chaos in Berlin.

Even the enemy's radio stations were off the air or on much reduced power.

The Flying Fortresses took up 200 miles of sky and pooded an hour to take over air control.

Light Flak

The attack generally achieved good results, said first reports coming back to Eighth Air Force headquarters.

No German fighters challenged the great American air armada, and there was very little flak.

At the same time a third force of more than 400 Liberators struck at the Brahas synthetic oil plant at Mandow and at the railway yards there.

In the afternoon operations from Continental Air bases again hit V2 manufacturing and launching sites in West Holland.

And while Berlin still burned a powerful force of heavy B-29 bombers went out over Eastern England last night, landing on over the North Sea for the Operation.

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SCREEN

TON OF BOMBS A SECOND ON BERLIN

Greatest U.S. Day Force 'Hoes' Path Down Middle of Capital

AMERICAN heavy bombers, beating massed jet planes and intense flak, yesterday "hoed a path right down the centre of Berlin" by dropping a ton of bombs a second for nearly an hour.

More than 1,300 Fortresses and Liberators, escorted by 700 fighters, paraded over the city, sending down 30-ton salvos of bombs every 30 or 40 seconds on railway yards two miles from the centre and arms factories in two suburbs.

It was the greatest daylight blow at the capital. The raiders dropped 680,000 bombs, weighing about 3,000 tons, to bring the total sent down on the Berlin area by the Americans to 20,000 tons (17,500 British tons).

This means the Reich capital has been target for more than 57,000 tons of bombs, for the R.A.F. had dropped 40,000 tons on it by the end of January.

The tonnage dropped by Mosquitoes—they were back again last night for the 27th consecutive visit—is not included.

About 1,000 of the bombers had the Schleisslacher railway yards, two miles east of the Luftwaffe H.Q. and the North Station yards, two miles west, as their targets.

They plastered them with 12,400 H.E.s, including many 1,000-pounders, and 680,000 fire bombs. A path six to a dozen, pressing their attacks against the bombers. The fighters fought bitterly to ward off this further blow to the stricken capital, hurling in ordinary fighters as well as jets.

estimates give 13 "kills" to escorting Mustangs and three Fortresses lost to jet force exceeded by at least 100 bombers the air fleet which made the last Eighth Air Force assault on Berlin on February 26.

About 700 Mustangs protected the heavies along their route. One group met 20 Fw's over North-West Germany and destroyed three.

A Mustang pilot said that the bombers "hoed a path right down the centre of Berlin, where fires and explosions were raging. Smoke was rising thousands of feet."

German fighters and flak concentrated chiefly on the Fortresses—nearly 1,000 of them—which flew over the city's heart bombing the Schleisslacher Station traffic centre, two miles east of the Air Ministry, and the North Station freight yards, two miles north of the Ministry.

About 12,400 high explosive—many of them 1,000-pounders—and 680,000 small incendiaries were cascaded on the rail objectives.

More than 300 Liberators struck heavy blows at armament works in Tegel and Hennigsdorf, laying down patterns of 1,000lb. bombs and large incendiaries—about 8,500 bombs in all.

Big arms plant

At Tegel, six miles north-west of the Air Ministry, they hit the great

Defences Concentrated

The fighter and flak defences were concentrated on the planes attacking the rail yards. The others reported no opposition.

The attack on Berlin's rail yards was followed last night by a new appeal by Gen. Eisenhower to German railway workers to "get out of the battle zone and take your foreign colleagues with you."

R.A.F. Lancasters went out yesterday afternoon to attack two benzol plants in the Ruhr, one ten miles east of Bochum and the other north of Hattingsen.

Yesterday also, more than 1,000 medium bombers from Italy hit Kesselring's communications, including the Brenner Pass, where Hitler and Mussolini met for the first time six years ago to the day.

10 500 LB. DEMOLITION BOMB
4 500 LB. INCENDIARY CLUSTERS
TIME IN THE AIR WAS 6 HRS
MINUTES. NO FIGHTERS WERE

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Plaster Berlin

Biggest Day Raid of War Hits Rails

Berlin, feeling the cold steel of Allied planes closing tighter every day and stung by RAF Mosquitoes for 25 nights in a row, took its soundest daylight punting of the war yesterday when more than 1,200 8th Air Force heavies winged over the Nazi capital to shower railroad and industrial targets with more than 3,000 tons of high explosives and incendiaries.

It was a 70-ton-a-minute deluge and the 8th's 17th and 3000th attack of the war on the city. Far more than an hour the heaviest rained over, hitting two rail targets in the heart of the city and two war plants in the industrial suburbs. The rail objective—the Schlesinger Station traffic center and the North Station freight yards—formed the focal point of the attack, nearly 1,000 bombs pouring their loads on these two targets two miles from the Air Ministry. They had been hit by the bombers in the Feb. 26 attack, and yesterday the largest daylight assault on the city.

Lay Down 1,000-Pounders
The 300 Liberators in the force swung over suburban Tegel and Harnessed to lay down patterns of 1,500-pounder unit incendiaries on the sprawling Rheinmetall firing plant, which makes gun, bombs and rockets, and on the Borsig Lokomotiv works, a factory that covers 150 acres and turns out walk varieties of armored vehicles.

The 300 roaring Mustangs ran into scattered opposition from the Luftwaffe, but none of the enemy planes, save one of them jet-propelled Me262s, got in a solid blow against the bombers. At least 11 Nazis were reported shot down.

Some of the 8th's fighters teamed with Red Air Force fighter planes for the first time when they combined with pilots of Soviet Yak-1 to quell a Luftwaffe straggler attack on a Soviet airfield east of the Oder River.

#15. Mission

MARCH 18, 1945

BERLIN, GERMANY

TO-DAY WE FLEW OUR SECOND MISSION AS P.F.F. CREW IN THE GOOD SHIP A.C. 38747. AGAIN WE MADE HISTORY WHEN WE TOOK PART IN WHAT WAS TO BE THE LARGEST AIR RAID ON BERLIN YET. THE ENTIRE EIGHTH AIR FORCE HIT AT MARSHALLING YARDS IN THE NORTH EASTERN PART OF BERLIN WITH EACH AIRPLANE CARRYING A LOAD OF 8-500 LB. INCENDIARY CLUSTERS AND 28-100 LB. G.P. DEMOLITION BOMBS.

CLOUD COVERAGE OVER ENEMY TERRITORY TO-DAY WAS 10-10^{THS} -- EXCEPT THAT IT JUST SO HAPPENED AS WE CAME OVER THE TARGET THERE WAS AN OPENING WHICH ENABLED "ABE" TO BOMB VISUALLY. IT'S CERTAIN THAT WE "CLOBBERED" THE TARGET. HALF OF OUR BOMBS FAILED TO RELEASE AND WE HAD TO SALVO

THEM AFTER TURNING OFF THE TARGET BUT THE OTHER SHIPS DROPPED ON OUR SMOKE BOMB SO THAT WAS O.K. WE LED ~~THE~~ ^{DIAMOND} SQUADRON TO-DAY. CLOUDS CAME UP TO BOMBING ALTITUDE IN A MORE HAZY FORM AND CONTRAILS WERE THICK WHICH MADE IT QUITE DANGEROUS BECAUSE OF THE TERRIFIC BOMBER STREAM. THERE WERE AIRPLANES EVERYWHERE -- ALL OURS. FLAK WHEN WE WENT OVER WAS MODERATE BUT BY THE TIME THEY GOT "ON US" WE HAD "UNLOADED" AND WERE ABLE TO TAKE EVA-SIVE ACTION -- AND JUST IN TIME, BECAUSE IT WAS JUST "WALKING UP" BEHIND US.

WE LOST THE REST OF THE GROUP AND HAD TO COME BACK ALONE (ONE SQDN.) DODGING FLAK AREAS ALL THE WAY.

WE HAD A CLOSE ONE WITH VISIBILITY POOR WHEN WE CROSSED THE BOMBER STREAM JUST AS THE FIRST DIVISION (B-24'S) WERE GOING IN. ONE GROUP PASSED JUST ABOUT 400-500 FT. ABOVE US.

WE RECEIVED NO BATTLE DAMAGES AT ALL. LATER, WE LEARNED HOW LUCKY WE WERE, FOR THE REST OF THE GROUP HAD FARED QUITE BADLY, (LUCKILY ENOUGH -- LOSING NONE HOWEVER) GETTING BADLY SHOT UP AND BRINGING BACK WOUNDED. TO-DAY'S MISSION WAS MOORE'S LAST AND THEY FINISHED UP O.K. BOY, WHAT A HAPPY BUNCH OF BOYS.

TO-DAY'S MISSION WAS TO CUT TRANSPORTATION SO JERRY COULDN'T MOVE EQUIPMENT TO NEITHER THE WESTERN OR EASTERN FRONTS. TIME IN AIR WAS 8 HRS. 20 MIN. BRIEFED FOR 128 HEAVY GUNS. BOMBED FROM 28,000 FT.



MESSERSCHMITT 262 JET
PROPELLED FIGHTER.

Heavies Hit U-Boat Works

A force of 400 heavy bombers of the U. S. Air Force, with some 300 Mustangs providing protection, bombed and strafed several German yards to attack oil storage and submarine building yards in the area of Holsen.

While Fortresses struck at a small oil refinery, the B-29's and V-bombers struck at the U-boat works and other targets in Hamburg. Liberators straddled targets on the Holsen canal, oil refinery near Holsen, 20 miles northwest of Hamburg.

RAF heavies also sent their missiles. Mustangs strafed, burning oil tank farms in the area and bombing railroads at Hamm and Recklinghausen, about 70 miles west of Hamm. Some RAF bombers were escorted by 8th Air Force Mustangs.

Heavies of the Italy-based 15th Air Force attacked railroads at Amstetten and Wels in Austria on the main line from Vienna to Munich and Regensburg.

-JETS UP-

#16. MISSION

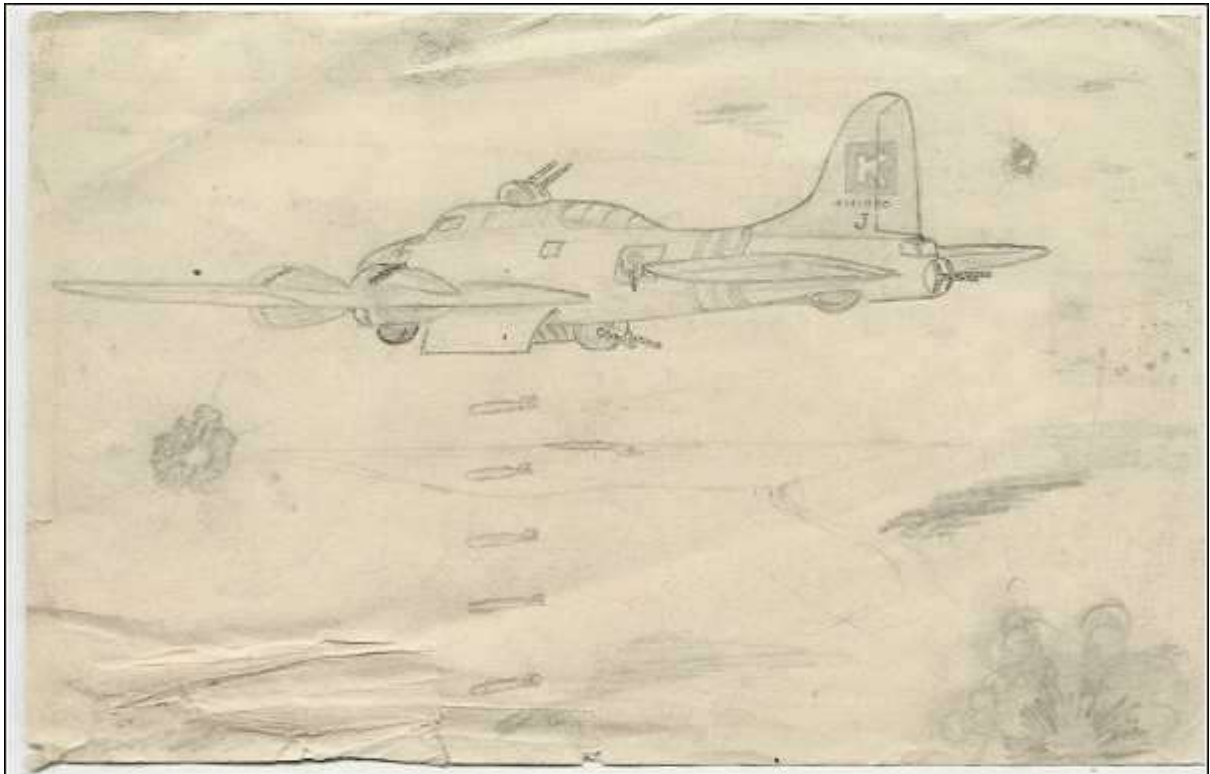
MARCH 20, 1945

HAMBURG, GERMANY

TO-DAY WE WERE ABOUT TO FLY A "FLUB DUB" WHEN IT WAS SCRUBBED AND ALERTED FOR A COMBAT MISSION. WE ATE NOON CHOW AND TOOK OFF AT 1300 HOURS (1 O'CLOCK) TO "THE OLE STOMPIN GROUNDS" - THE PLACE WE'D HOPED NEVER AGAIN TO VISIT, - HAMBURG. WE WERE ONE OF 5 GROUPS GOING THERE. WE FLEW LEAD OF THE DIAMOND SQUADRON AGAIN IN A.C. 48786 THE TARGET WAS SHIP BUILDING YARDS AND IT WAS 5/10^{THS} TO 6/10^{THS} COVERED WITH CLOUDS WHICH MADE IT MUCH BETTER FOR US. FLAK OVER THE TARGET AND AFTER THE TARGET WAS INTENSE AND ACCURATE. AFTER BOMBS AWAY (THE LOAD WAS 12 - 500 LB. G.P.'S.) WE WENT RIGHT THRU THE CENTER OF THE CITY. AS WE WERE GOING THRU

THE FLAK, FIGHTERS APPEARED, ME-262 JET JOBS, AND ME-163'S ROCKET PROPELLED FIGHTERS. ABOUT 7 ALTOGETHER. THE FIRST ONE I SAW WAS "FINISHING OUT" A PASS AT SOME GROUP BEHIND US. HE CAME ALONG A PARRALLEL COURSE TO OURS ON THE RIGHT SIDE WAY LOW. I RAISED MY GUN BUT HE WAS ^{SO} LOW I COULDN'T SEE DOWN THE SIGHTS TO I JUDGED, AND FIRED A BURST OF ABOUT 20 ROUNDS. (I THINK I CRIPPLED HIM). IMMEDIATELY HE BROKE AWAY. THE NEXT ONE I SAW WAS ABOUT 1000 YDS. (THE FIRST WASN'T AN INCH OVER 300 YDS. AWAY.) OUT AT ABOUT 4:30 LEVEL GOING AROUND TO 6. I "CHURNED OUT" ABOUT 20 MORE ROUNDS AT HIM AND HE BROKE AWAY. BOTH OF THESE WERE ME 262'S. THEY WERE AN O.D. AND DARK GREEN

CAMOFLAGED COLOR, AND A VERY SLEEK LOOKING AIRPLANE. THE CO-PILOT SAID HE SAW 2 ME-163'S ALSO. MOST ATTACKS WERE DIRECTED AT STRAGGLERS BUT WE SAW NONE GO DOWN. WE SAW NO JETS GET KNOCKED OUT EITHER. I WILL SAY HOWEVER, IF I'D HAVE HAD A BALL TURRET AND THE FIRST ONE I SAW IN THE RETICLES, I WOULD "HAVE HAD ME A 262." MOST OF US GOT SHOTS AT SOME OF THEM - TOP, BOTH WAISTS, AND TAIL. P-51'S INTERCEPTED THEM QUICKLY. ON THE WAY BACK I SEEN A V WEAPON SITE WHICH HAD BEEN HIT AND IT WAS IN FLAMES AND FULL OF BOMB CRATERS. HELGOLAND ALSO HAD BEEN HIT WE OBSERVED ON THE WAY BACK. WE BOMBED FROM 24000 FT. BY P.F.F. TIME WAS 6 HRS. 55 MINUTES.



A (FADED) PENCIL SKETCH I MADE AFTER RETURNING FROM A HAMBURG RAID. THE SMUDGE POTS BURNING TO HIDE OIL STORAGE TANKS BELOW, WITH HELGOLAND IN VIEW IN THE DISTANCE.

8th Pummels Luftwaffe's Airfields

In a savage blow aimed at crippling the Luftwaffe, which has appeared to be leaning for a comeback in the past few weeks, U.S. heavy bombers and fighters yesterday pounded out to hammer 11 airfields, many of them bases for jet-propelled fighters and fighter-bombers, at various German, the Ruhr and southern Germany.

The 8th and 87th Air Forces combined to deliver this top-hammer punch. The 8th had some 2,200 planes on, nearly 7,000 of which figured in the drive on airfields, while the 87th dispatched a separate force of Liberators to hit at the Wehrmacht depot, jet base 50 miles north of Munich.

The bombers and fighters carried out their assault under excellent conditions, seeing visibility was excellent. In the general area of the whole operation, approximately 1,100 members of the 8th

Embryo, which had been attacked Monday in poor weather.

The bombers in Planes were loaded by some 15 jet-propelled ME262, but according to Mustangs drove them all and shot down two. In the whole operation yesterday, nine enemy fighters were shot down and 41 more were destroyed on the ground.

RAF bombers also hit the Ruhr with a tremendous salvo yesterday. In the process, while Lancasters were on their way back from blasting oil refineries at Weissen and southern Germany, more Lancasters took off to bomb another oil target, the refinery at Bremen.

Lancaster bombers carrying 15-ton bombs dropped their crushing loads on a railway bridge across the West near Bremen while other bombers struck at the railway yards at Münster, a four-armed communications terminal from the Ruhr to Danzig.

Mission took just three minutes to slip on German headquarters in Germany last night, the United Press reported from The Army Group HQ. The jet bombers went through heavy fire to reach the treasury building in the ground.

LIFT UP →

← CENTER

#17. MISSION

MARCH 21, 1945

LEER, GERMANY

IN THIS MORNINGS BRIEFING WE FOUND OUT WE WERE GOING BACK TO THE SAME AREA WE WERE IN YESTERDAY, THIS TIME WITH "BIG BROTHER," (A TERRIFIC ESCORT OF P-51'S) AS "HICK" PUT IT - IT REMINDED HIM OF A LITTLE BOY WALKING DOWN THE STREET WHEN A COWARDLY BULLY STEPS OUT AND GIVES HIM A BEATING. (YESTERDAY) THEN, THE NEXT DAY THE LITTLE BOY COMES BY AGAIN, THIS TIME WITH BIG BROTHER, AND EVEN IF THE BOY BREAKS EVERY WINDOW IN THE BULLY'S HOUSE HE DON'T COME OUT TO PROTEST. SO IT WAS TODAY. WE WENT TO THE SAME AREA TO POUND JET FIGHTER AIRFIELDS, BUT EVEN SO NO ENEMY FIGHTER OPPOSITION WAS ENCOUNTERED. WE FLEW LEAD OF THE DIAMOND SQUADRON

AGAIN. OUR PARTICULAR TARGET WAS AN AIRFIELD ABOUT 20 MILES FROM EMDEN, NEAR LEER. IT WAS VISUAL AND WE HIT THE FIELD "DEAD CENTER" WITH OUR 14-500 POUNDERS. FLAK WAS LIGHT. WE FLEW A.C. *

THE "COWARDLY BULLY" WON'T BE ABLE TO COME UP IN STRENGTH AGAIN IN THAT AREA FOR A WHILE. TIK! TIK! SPEAKING OF "BULLIES" - WHAT HAVE WE BEEN DOING OVER KRANTLAND - HEH! HEH!

1,400 Heavies Strike 3 Big German Ports

Delivering its heaviest punch at German ports, the 8th Air Force yesterday sent more than 1,400 Fortresses and Liberators, and 900 Mustangs and Thunderbolts to take on three great Reich ports of Wilhelmshaven, Bremen and Hamburg. Bombs were dumped on the harbor, docks, oil storage, steel mills and other facilities in Wilhelmshaven, where the battleship Tirpitz was built. It was here that heaviest of the 8th hit bombed Germany, on January 27, 1944, when 52 Fortresses attacked the harbor with a load of one and a half of 22,000 planes.

Just Slight Reversal

But yesterday some 350 to 400 Libs bounced over the city as a polished reminder of what the U.S. has in offer after slightly more than two years. Recent reconnaissance photographs had shown numerous submarines and other naval vessels in the inner harbor, where the U.S. had their bombs. Heavy clouds made bombing difficult, but some groups reported direct bombing through sharp breaks in the overcast.

At Bremen, Forts attacked the Bofors and Voss submarine yards, a fully regular objective for the 8th, and a large petroleum storage depot. Here, as at Wilhelmshaven, nearly all bombing was done through heavy clouds.

Fort over Bremen, however, enjoyed good visibility and hit the Deschling steelworking yards, which turn out 700 and 1,200-ton submarines, and a highway bridge being converted for rail use were the objectives.

The 910 fighters represented the strongest fighter escort yet on since Feb. 14, when 800 escorted 1,500 heavies in their recent blitz on Dresden, Chemnitz and Magdeburg. Five enemy jet planes were shot down.

- JETS UP -

#18. MISSION MAR. 30, 1945
HAMBURG, GERMANY

TO-DAY WE LED THE LOW SQUADRON TO OUR OLD "HOT SPOT" AGAIN. WE WERE BRIEFED FOR 280 HEAVY GUNS AT THE TARGET.

AS WE LEFT THE ENGLISH COAST NO. 2 ENGINE GOT A RUNAWAY PROP AND WAS DELIVERING BARELY ENOUGH POWER TO CARRY ITS OWN WEIGHT -- BUT LT. MAYHEW DECIDED TO GO ON. WE CONTINUED ON TO THE TARGET WITH 3 ENGINES. FLAK WAS INTENSE AND ACCURATE, AND ONCE AGAIN, WHEN WE WERE IN THE FLAK KRAUT ME 262 "BLOW JOBS" BEGAN TO STRIKE AT STRAGGLERS. THE JETS DID NOT KNOCK ANY OF OUR AIRCRAFT DOWN. NO HEAVIES GOT ANY 262'S EITHER HOWEVER. I FIRED ONE

SHORT BURST AT A JET ABOUT 1000 YDS. OUT AT ABOUT 5 O'CLOCK. FRANK OBSERVED HITS ON ONE BY THE TOP TURRET AND CHIN OF OUR RIGHT WINGMAN WHEN HE (THE JET) WENT OVER US. OUR TARGET WAS CRUDE OIL AT AN OIL STORAGE DEPOT. HEAVY BLACK SMOKE WAS SEEN RISING FROM THE TARGET. OUR BOMB LOAD CONSISTED OF 42 150 LB. JELLIED GASOLINE INCIN-DIARY BOMBS. WE BOMBED THRU A 6-10TH OVERCAST.

OUR BATTLE DAMAGES WERE FLAK HOLES IN THE BOMB BAY AND RIGHT AILERON. ONE CAME THRU THE BOMB BAY AND A BOMB STOPPED IT. IT LEFT A HOLE BIG AS A FIST WOULD. ON THE WAY BACK, OVER THE NORTH SEA, NO. 3 + 4

ENGINES CUT OUT AND BEGUN WINDMILLING. THE PILOT LEFT LEAD POSITION. WE WERE LOSING ALTITUDE FAST AS WE HAD ONLY ONE ENGINE LEFT. I HAD VISIONS OF FLOATING AROUND THE NORTH SEA IN ONE OF THOSE "BLOATED PIGS" (DINGHY). NO'S 3 + 4 PROVED ONLY TO BE OUT OF FUEL (MUCH TO MY RELIEF). FLYING A MODIFIED "F" THE TOKIO TANK VALVES WERE ~~THE~~^{STRANGE} (OLD TYPE) TO THE R.O. AND HE HAD FAILED TO TRANSFER THE GAS TO THOSE ENGINES. THIS WAS REMEDIED AND SOON WE TOOK OVER LEAD AGAIN, AND RETURNED TO "MERRY OLD ENGLAND."

#19. MISSION

3
APRIL 4, 1945

KIEL, GERMANY

TO-DAY WE HIT DOCKS AND NAVAL VESSELS ETC. WE CARRIED 6 - 1000 LB. GENERAL PURPOSE DEMOLITION BOMBS. THE TARGET WAS 10-10TH COVERED BY AN UNDERCAST - WHICH WAS VERY GOOD AS THE FLAK WAS HEAVY, INTENSE AND ACCURATE. I DISCOVERED AFTER TAKEOFF THAT THERE WEREN'T ENOUGH FLAK SUITS. HICK TRIED TO GIVE ME HIS BUT I REFUSED, AS HE WOULDN'T HAVE ANY. I WENT OVER THE TARGET WITH ONE SMALL PIECE OF FLAK SUIT (2 PIECES - BUT ONE HAD MOST OF THE STEEL PLATES MISSING). HICK GOT THE ADAPTER PLATE ON HIS M/GUN DENTED BY FLAK. (IT CAME RIGHT BY MY EAR - I LEFT NOISE IN MY HEAD)
"D"-DOG GOT THE LEFT HORIZONTAL STABILIZER BLOWN COMPLETELY OFF WHEN IT RECEIVED A DIRECT

HIT. NO ONE -- NOT EVEN THE TAIL GUNNER WAS HURT - AMAZING AS IT MAY SEEM. I'VE SEEN PICTURES AND HEARD OF SUCH THINGS BUT THIS IS THE FIRST TIME I'D EVER SEEN IT. A FINNISH/^{AMERICAN} PILOT WAS FLYING IT - MUSTALESKI WE LANDED FIRST AND WATCHED HIM COME IN. HE HAD TO COME IN "HOT" FOR IF HE SLOWED DOWN HE WOULDN'T HAVE ENOUGH LIFT FROM 1/2 OF HIS ELEVATOR TO PREVENT HIS TAIL FROM DROPPING AND STALLING OUT. HE CAME IN FAST, BUT CONSIDERING, IT WAS A BEAUTIFUL LANDING.

P.S. - LEUT. Mustaleski received the D.F.C. for that bit of flying!

1,200 Heavies Hit Reich After 1-Day Nazi Air Bid

The flaming air war which the Luftwaffe rekindled Saturday appeared yesterday to have been extinguished once more by U.S. fighters and bomber gunners as over 1,200 Fortresses and Liberators, protected by approximately 750 fighters, bombed rail yards, airfields and oil targets in central Germany

without opposition from enemy planes. The only air activity along the route of the bombers came in the form of three training planes, which were promptly shot down by the fighters. On Saturday, when the Luftwaffe doctrine attacked a force of 1,200 heavies in strong groups, fighters of the 8th downed 64 planes while bomber gunners accounted for 40, making a grand total of 104.

It was the strongest opposition thrown at the bombers since Mar. 2, when fighters and gunners knocked down 73 planes. The general air opposition Saturday was the 8th 22 bombers and three fighters. Ten bombers and one fighter are missing from yesterday's missions.

Visual Bombing Over Targets

The bombers had ideal weather yesterday, with visual bombing prevailing over all targets except a rail yard at Plauen, 40 miles southwest of Chemnitz. The target area stretched from just west of Berlin to 15 miles south of Nuremberg.

Three airfields were hit, one southwest of Dessau and the others southwest and south of Nuremberg. Rail yards beside those at Plauen were at Sebnitz, 70 miles west of Berlin; at Hof, 15 miles southwest of Plauen; and at Eger, 30 miles southeast of Plauen.

Ordnance depots in the Bayreuth area, 40 miles northwest of Nuremberg, were pounded and another objective in the Nuremberg area was a jet-propelled repair plant at Furtch, north of the city. Fifty-five miles west of Berlin, the bombers hit an oil depot at Orbers.

Flak, scattered as never by aimers, represented the only opposition for the day. One fighter pilot called it a quiet day everywhere in enemy territory, with "not a thing moving."

Heavy bombers of the 15th Air Force made their third consecutive raid on the Brenner Pass route yesterday, besides plastering railroad bridges along the

#20. MISSION

APRIL 8, 1945

PLAUVEN, GERMANY

TO-DAY WE HIT RAILROAD MARSHALLING ^{YARDS} TO DISRUPT NAZI TRANSPORTATION MORE, SOUTH OF LEIPZIG. GOING IN WE FLEW AT ONLY 5000 FT. ALTITUDE ACROSS FRANCE AND THE CAPTURED PART OF GERMANY. THIS WAS THE CLOSEST LOOK I HAVE YET HAD AT GERMAN TOWNS AND SOME OF OUR WORK - THE RESULTS, THAT IS. SOME OF THOSE TOWNS - BIG TOWNS, HAD ABSOLUTELY NOTHING LEFT STANDING. SOME, MORE FORTUNATELY HAD A COUPLE HOUSES LEFT AND SOME "SHELLS." THE THING THAT STRUCK ME WAS, IN ONE SUCH TOWN WHERE EVERYTHING WAS DEMOLISHED, RIGHT IN THE CENTER OF THE RUINS STANDING UNTOUCHED WAS THE CITY'S CHURCH. I ALSO SAW THE RHINE RIVER.

ALL THE PERMANENT BRIDGES WERE SMASHED BUT STRETCHING ACROSS EVERYWHERE WERE PONTON BRIDGES AND THE EAST BANK WAS COVERED WITH LANDING CRAFT OF EVERY DESCRIPTION.

WHEN WE REACHED OUR TARGET IT HAD SCATTERED CLOUDS OBSTRUCTING SO WE HIT BY PFF WITH VISUAL ASSISTANCE - RESULTS UNOBSERVED. WE GOT NO FLAK. WE BOMBED FROM 15000 FT. WITH 10 - 500 LB. G.P.'S AND 2 - 500 LB. INCINDIARY CLUSTERS.

WE SAW 2 B-17'S GO DOWN OVER A TARGET JUST A FEW MILES FROM OURS. ONE BLEW UP - THE OTHER WENT DOWN A "FLAMER." FLAK WAS INTENSE.

NO ENEMY AIRCRAFT WERE ENCOUNTERED AND WE GOT NO FLAK ON THE RETURN.

1,250 Heavies Strike Munich

Heavy bombers of the 15th Air Force once more struck at the shores of German air power when 1,250 Fortresses and Liberators, powered by approximately 700 engines, scattered the clouds in the vicinity of Munich, besides smacking an oil depot and explosive stores in the same area.

All the aircraft are believed to be heavy jet-propelled fighters, which gave the heavies their greatest source of trouble during renewed aerial opposition over 1st weekend.

It was the third day in a row that the 15th has dispatched more than 1,000 bombers and the second straight day that operations have been facilitated by clear weather. In the last three days the 15th has attacked 27 airfields.

Lancasters of the B.A.F. were often carrying 11,000 tons of bombs, bombed 11,000 tons at Hamburg and an oil storage depot in the same city.

21. MISSION APRIL 9, 1945
NEUNBURG, GERMANY (ABOUT 60 MILES E. OF
NURNBERG, ABOUT 20 MILES WEST OF CZECH BORDER.)

To-day's MISSION WAS THE FIRST TIME I'VE FLOWN OVER ENEMY TERRITORY WITHOUT EVEN SEEING FLAK. WE HIT A JET AIRFIELD JUST A SHORT DISTANCE FROM THE BORDER OF CZECHOSLOVAKIA. THE LOAD WAS 12 500 LB. SEMI-ARMOR PIERCING BOMBS. WE BOMBED VISUALLY AND OBSERVED OUR BOMBS HIT. THE RESULTS WERE EXCELLENT AND THE RUNWAYS WERE ALL TORN UP. AFTER WE TURNED OFF THE TARGET WE COULD SEE THE NEXT SQDNS' BOMBS EXPLODING. WE LED THE DIAMOND SQDN. To-day.

ON THE WAY IN AND OUT WE WERE OBSERVING THE FRONT

LINES. WE COULD SEE ACTIVITY ON HIGHWAYS AND FIRES AND SMOKE RISING FROM NUMEROUS TOWNS WHERE THE FRONT WAS. ALL ALONG THE ROADS, ON BOTH SIDES, AND IN THE GERMAN COUNTRYSIDE WE COULD SEE SLIT TRENCHES WEAVING EVERYWHERE. ON THE WAY IN WE FLEW RIGHT OVER "LITTLE NEW YORK" (BRUSSELS) -- AND IT LOOKED LIKE A PRETTY NICE TOWN.

1,300 8th Heavies Again Blast Reich as Nazis Hide

The air paths of 8th Air Force bombers and fighters were clear of enemy fighters yesterday after Tuesday's destructive raids on jet fighter bases, and over 1,300 heavies and more than 850 fighters carried the 8th's non-stop offensive into its ninth day by striking airfields, fuel targets, ordnance stores and oil objectives in southern Germany.

Two airfields, five marshalling yards, two oil storage depots, two ordnance depots and an explosives factory were hit. All targets were located in the areas of Munich, Nuremberg and Regensburg. Latest indications of damage wrought by 8th fighters Tuesday show that eight new records were being set by the Thunderbolts and Mustangs, including the total loss of 300 planes and the 3,000 Mustang Group's destruction of 100 ships on the ground.

The 50th Thunderbolt Group, leading fighter units, became the first group to reach the 500 mark in destruction when it KO'd 100 in the air and 39 on the ground to total its total to 800, of which 684 were killed in the air. One squadron of the 39th made a new squadron mark by knocking off 67, and the day's total of 244 blasted on the ground by all groups set a new mark for the 8th in striking.

1st Col. John D. Lardner, of Joazeiro, Tex., established a new individual record in ground kills by getting eight, and Lt. Col. Joseph L. Mize, of St. Paul, Minn., destroyed four to top his ground strafing total on 100 and lead all 8th fighters in this respect. The 70 jets shot down by the Mustangs in air combat also set a new record.

#22. MISSION

APRIL 11, 1945

INGOLSTADT, GERMANY

ONCE AGAIN, ON TODAY'S MISSION, WE FLEW OVER AND BOMBED GERMAN TERRITORY WITHOUT ANY OPPOSITION OF ANY KIND. WE SAW NO FLAK AT ALL AND, ALTHOUGH FIGHTER OPPOSITION WAS EXPECTED WE SAW NO ENEMY AIRCRAFT -- PERHAPS BECAUSE OF THE TERRIFIC FIGHTER ESCORT WE HAD WITH US.

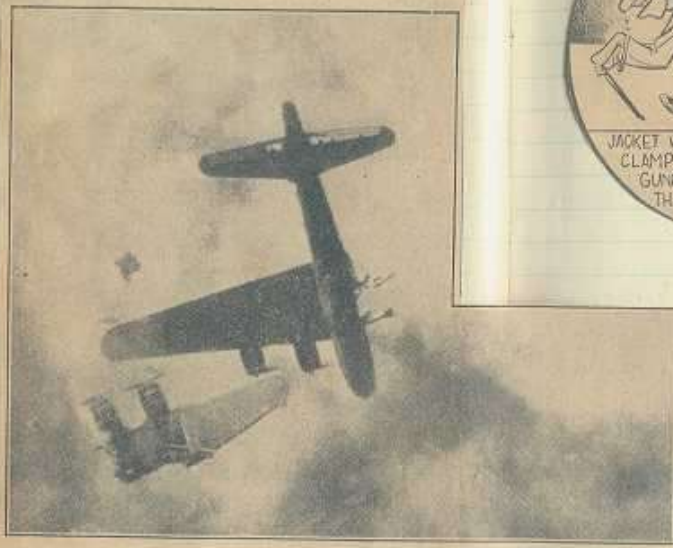
TO-DAY'S TARGET WAS ONCE AGAIN AIRFIELDS. WE BOMBED FROM 16,500 FT. ALTITUDE VISUALLY. WE SAW OUR BOMBS HIT. THEY WERE IN A PERFECT PATTERN, AND WE JUST "CLOBBERED" THE TARGET WITH 12 500 LB. G.P.'S.

WE FLEW A.C. - 661

WE SAW ACTIVITY WHERE THE FRONT LINES ARE AGAIN - TOWNS BURNING ETC.

* THIS WAS ON APRIL 11TH AND JUST GOES TO

No Milk Run Here



U.S. Army Air Force Photo
The massive blow of Allied air armadas have broken the back of the Luftwaffe, but the skies over Germany are not all blank with victory. Here one 8th Air Force B-24 bomber, one wing shot off by an Me109, plunges earthward after attacking an aircraft near Chiemseeberg on Tuesday's record day. The 8th lost 28 bombers and eight fighters out of a force of 1,300 bombers and 850 fighters.

SHOW, THO. SOME HAVE IT "SOFT", - OTHERS ---



JACKET WITH SEWED-IN ADJUSTABLE CLAMP TO GIVE THE BALL TURRET GUNNER THE RIGHT DEGREE OF THAT GOOD OLD CRAMPED IN FEELING.

23. MISSION APRIL 16, 1945
 LE VERDO, FRANCE { POINT DE GRAVE NORTH OF BORDEAUX }
 TO-DAY WE STRUCK AT A GERMAN HELD ATLANTIC COAST PORT OF FRANCE. THESE PORTS WERE JUST BY-PASSED IN THE INVASION AND DRIVE IN FRANCE, AND ARE STILL IN HUN HANDS. THE PLACED WE BOMBED WAS RIGHT ON THE TIP OF A PENINSULAR LEADING INTO THE FRENCH PORT OF BORDEAUX. WE BOMBED ALL BOXES WITH 1000 POUNDERS. WE CARRIED 6 OF THEM AND BOMBED FROM 15,000 FT. HICK AND I WATCHED THEM HIT THRU THE TURRET CLEANOFF HATCH. "ASE" DONE IT AGAIN -- THEY WERE RIGHT IN THERE AND IN A PERFECT PATTERN.
 WE WERE THE LAST SQDN. OF THE LAST GROUP OF THE WING TO GO OVER THE TARGET. WE WERE BRIEFED FOR 33 GUNS

BUT RECEIVED NO FLAK. WE WERE "PAVING THE WAY" FOR A PUSH ON THEM. ORDERS WERE - "NO BOMBING AFTER 1200 HOURS." WE SAW THE FRENCH FLEET JUST OFF SHORE OUT OF GUN RANGE, WAITING.

Strategi 2
 Worried Nazis
 By Peter First
 Spatz Says It's Tactical From Now On
 The strategic air war of the 8th and 15th Air Forces is at an end and from now on they must "operate with our tactical air forces in close cooperation with our armies," Gen. Carl Spaatz, USSTAF commander, announced last night.
 The announcement came a day during which 4th Air Force fighter pilots smashed all previous records for the number of enemy forces destroyed with a record log of 212—all on the ground—in sweeps over southern Germany and as far east as Prague, Czechoslovakia. The old record was 37, established only six days ago.
 In an Order of the Day commending all units under his command, Spaatz declared that the strategic air war has been won "with a decisiveness becoming increasingly evident as our armies overrun Germany." He called on the air forces to

Warrens War Wagon Warriors
 The Capt. & the Kidd The Worry Wart
 Some Of The 8^{THS} More Famous
 Fortress McHenry Kites.
 Spanner Can Air Data We Promised
 Dog Patch Riders Dinah Mite
 Who-Cares Fickle Floosie Larr Dase
 Poontang Gang Bang Shack Bunny
 Flake Magnet Bomb-A-Deer
 King Size Final Approach
 Sweet "17" Sleepless Knights
 Raidin Maiden Kotex Kate Granlin Hotel
 Mummy Yorum Hells Angels
 Miss Conduct Flake Hack
 Miss Sport Youth
 Spirit of '44 Buggy
 Big Gos Bird Struggle Shute Luke
 Miss B. Hayuin La-De-Doo
 Rusty's Air Circus Skunk Hollow
 clay Pigion Wabbit Twacha

Command Performance
 The Ruptured Ducks Sackfinders
 Knockout Dropper Homerick Angel
 Fuddy Duddy Flake Flint
 You've Had It Bar Fly
 Miss Minookey Pecha Bad Boyz
 Ed's Hot Rocks
 Nine-O-Nine Never Mrs. Lil Abner
 MILK Wagon Miasiz Dragon
 Sheherazadic
 O-Bitch-U-ain-mary Dinky Dick
 MEMPHIS Belle Cabin In The Sky
 Piccadilly Virgin Lakamibi
 Myrtle the Fertile Turtle Happy Warriors
 Omyakinas Reassignment Bad Penny
 Fearless Fardicle Connecticut Star Dust
 Round Trip Ticket Connecticut Yankee
 Hustlin Huey Hum Haggler
 Hang the Expense X-terminator
 Tripe Dinky Cooke Tours T.S. Tassie
 Hole-E-Terror Klassie Lassie
 In Memory of Corby Jordan's Joker
 Sh-t and Sweat With Joe Bonatt
 Maggie's Drawers Hangover Hut
 Double Shalt

On this 18th day of Apr. nineteen hundred and forty five, the fickle finger of fate finds it expedient to trace on the roll of

the LUCKY BASTARDS' CLUB

THE NAME OF

Lauri K. Rautio

Ball gunner on the Flying Fortress "The Boomerang"

for having this day achieved the remarkable record of sallying forth and returning no less than 23 times, for having braved the hazards of Hun Flak, for bringing to Hitler and his cronies tons of bombs, for bending the Luftwaffe's back; all through the courtesy of the Eighth A.A.F. who sponsors these programs in the interest of liberty loving people everywhere.

Louis G. Thoup
COMMANDING OFFICER



George G. Rait
SQUADRON C.O.

Francis H. Ranken
AIR EXECUTIVE

Victor L. Sauer
SQUADRON OPNS. CS

