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The story of the 446th Bomb Group

Edward H. Castens

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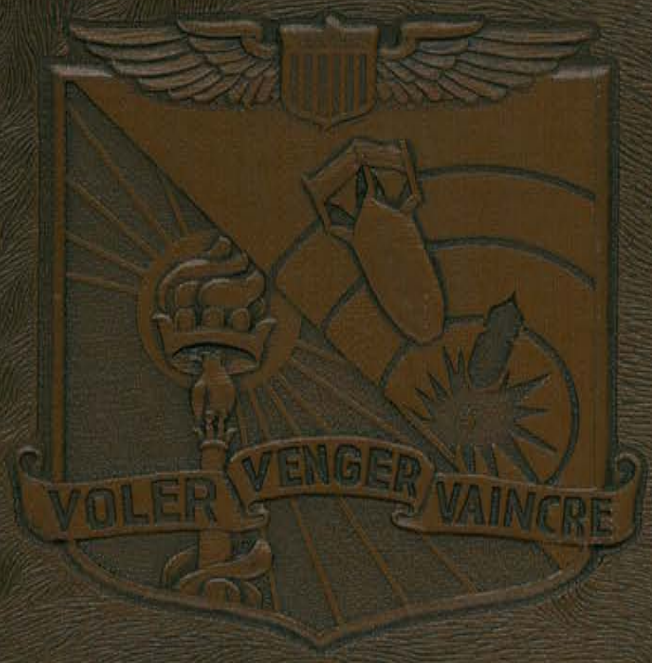

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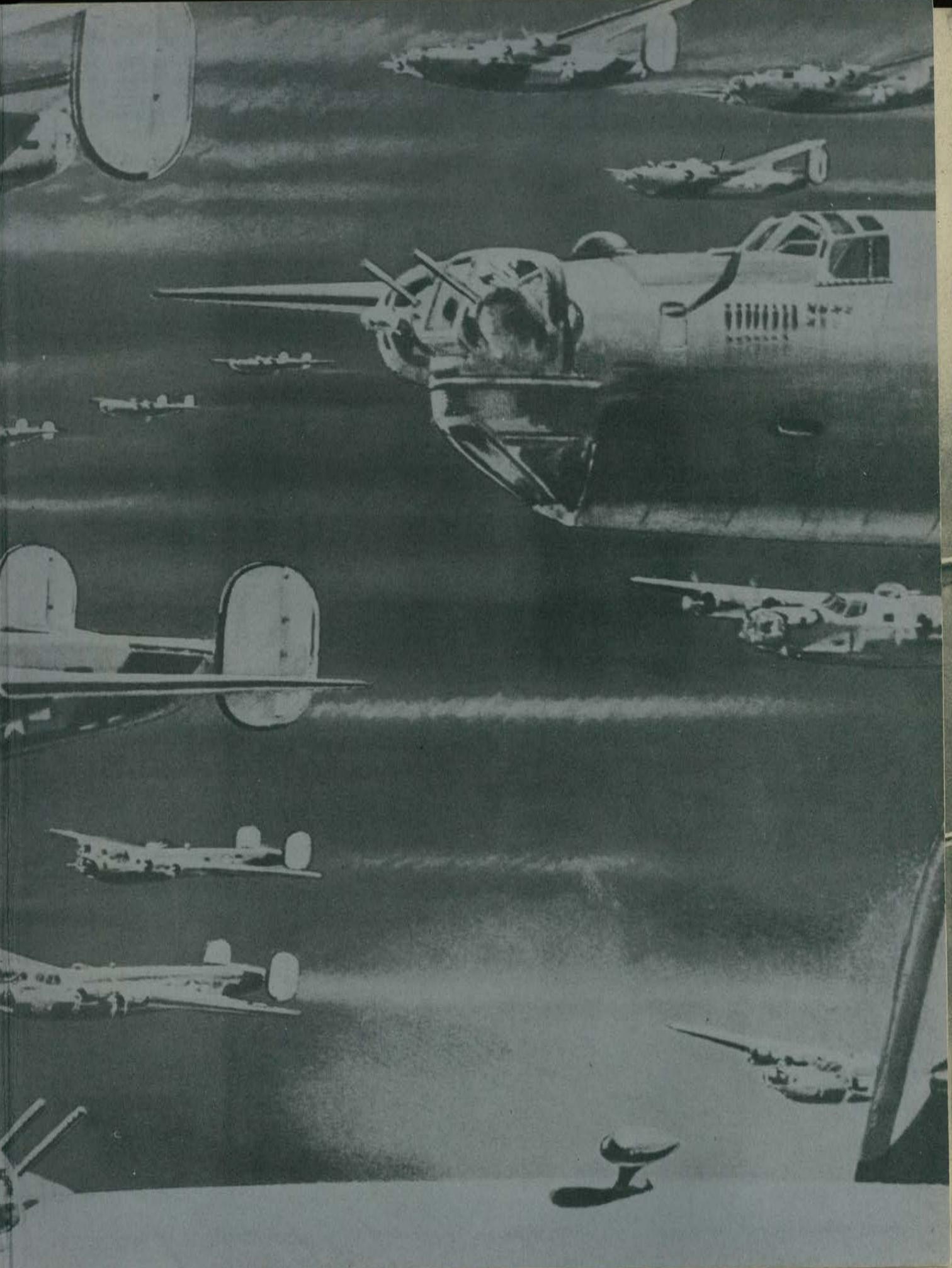

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446th

THE STORY OF THE 446TH BOMB GROUP

Edited by Edward H. Castens

DEDICATION

This book is dedicated to the officers and enlisted men of the 446th Bombardment Group and subordinate units who, through their sacrifices and devotion to duty, helped the Group accomplish the mission to which it had been committed.

704th Bombardment Squadron
705th Bombardment Squadron
706th Bombardment Squadron
707th Bombardment Squadron

Det. "A" 1248th M. P. Co. (Avn)
460th Sub-Depot Class I
558th Army Postal Unit
559th Army Postal Unit
2967th Finance Det.
212th Finance Section
2035th Engineer Aviation Fire Fighting Platoon
1214th QM Co. Service Group Avn (RS)
Det. "A" 885th Chemical Company
1821st Ordnance Supply & Maintenance Company (Avn)
25th Station Complement Squadron (SP)
260th Medical Dispensary Avn. (RS)

378th Air Service Group
Hq and Hq Squadron
815th Air Engineering Squadron
639th Materiel Squadron

THE SAGA OF THE 446TH

One cold December morning, the planes began to roar
Into the bright blue yonder, they were going forth to soar.
The target it was Bremen, the mission was the first,
And the eager Bungay Buckeroos were out to do their worst.

They formed in three ship sections, and then they formed in six;
But when they tried to form the Group, the leader did some tricks.
The inside men were stalling out, and the outside did two ten
"The Old Man" grabbed the microphone and said, "Now listen men,
This might be our first mission, but I want you all to know
When I lead a mission it's got to be a show."

"The group ahead are veterans, they are the 93rd,
Now about the way we're going to fly I want to say a word:
The Jerries they are cunning, they know that we are new
They're expecting us to straggle and they'll get us if we do.
But I'll tell you what I'm going to do if the Jerries start a fuss
We'll fly so close to the 93rd, they won't know which is us."

They were flying over Bremen where the Jerries laid a trap,
The "Old Man" put his flak hat on and read his target map.
The bombardier was sweating, his sight was synchronized,
He sat there counting seconds, waiting for the flak to rise.
The bombs they fell out of the plane, the crisis it was past.
Then the C. O. said, "Let's beat it, and brother I mean fast."

The flak was thick around them, the fighter planes were worse,
Above the roar of engines you could hear the Old Man curse.
The chatter of the turrets made the instruments do tricks,
And everybody figured they were in an awful fix.
They finished up the mission, every plane accounted for;
The combat crews were wishing there'd not be many more
For no matter boy, how brave you are, no matter friend, how bold,
A flyer's one ambition is to die from getting old.

(Adapted from the Group song written by Major W. R. Talliafero and Lt. W. A. Hockensmith.)

FOREWORD

This book is a record of the part the 446th Bombardment Group played in World War II—it is a record of the period that witnessed the growth of the Group from a handful of men who left Tucson, Arizona in April 1943, to the force of over three thousand men who helped end the war in Europe on May 8, 1945. During that time we trained for and participated in the softening up and final smashing of Hitler's Fortress Europe. We saw our Group reach the greatest heights in bombing accuracy, morale and air and ground efficiency—the things necessary in winning the war.

The pictures and story show the conditions under which the ground and air echelons lived, worked and died. We watched a number of crews fly their missions, complete their tours and return to the states—some, not so fortunate, are buried in foreign soil. They flew and fought hoping that their efforts would shorten the war, save lives and aid their country's cause.

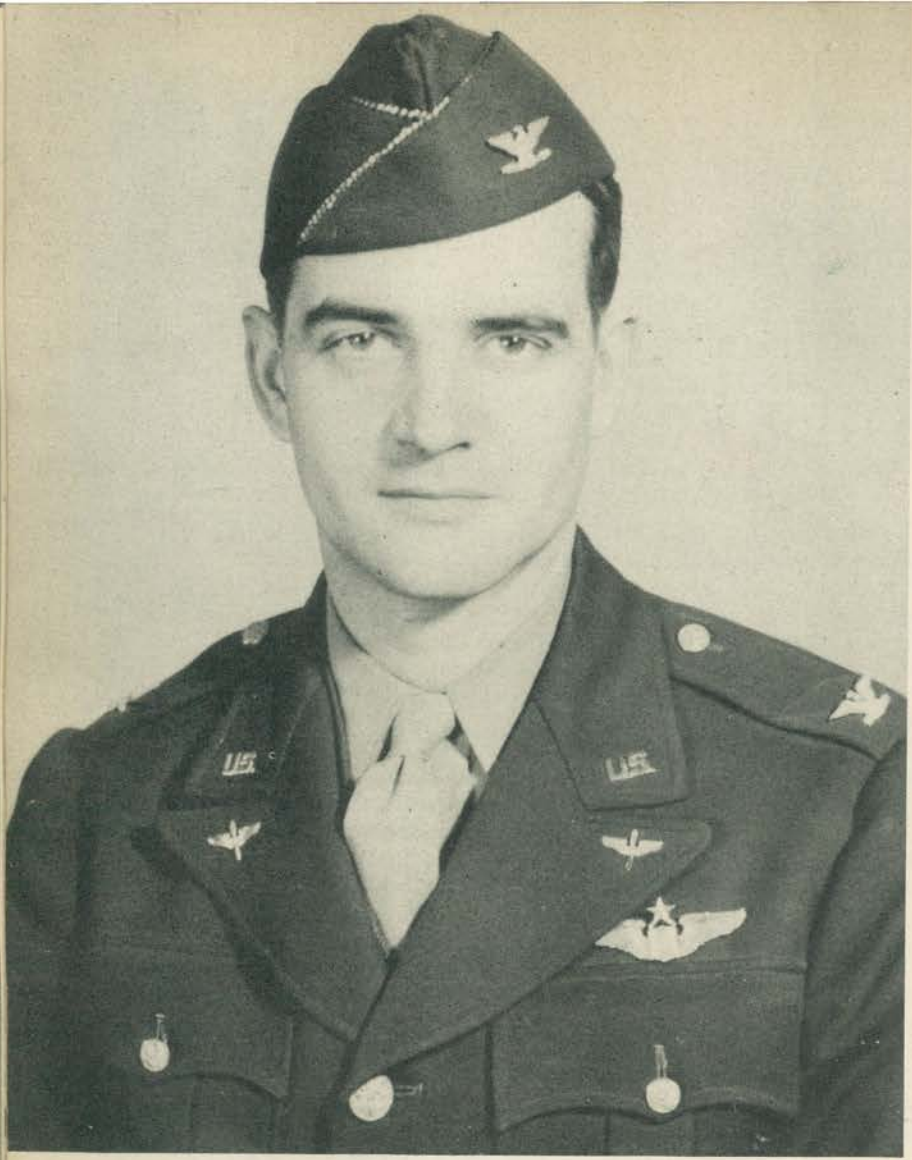
The men on the ground—the men behind the planes—also showed great resourcefulness, loyalty and devotion to duty. For every plane our Group put in the sky over Europe there were the cooks, clerks, photographers and a score of others on the ground working to put it there. These men did not receive any of the honor or glory, but the work they did was essential for the success of the Group.

As a member of the 446th from the time of its organization until it was deactivated in Sioux Falls, it is my desire to say that the cooperation and devotion of these men to their tasks was exemplary. My association with the men of my command will always remain an unforgettable highlight in my life.

This photographic log of the Group is a book to be treasured always. As we look through it in the years ahead it will help revive memories of our eventful days at Denver, the journey overseas, the first mission to Berlin, D-Day, V-E Day and a host of other memorable events that played so vital a part in our lives.

WILLIAM A. SCHMIDT
LT. COL.—A. C. Commanding Officer

LT. COL. WILLIAM A. SCHMIDT, RIGHT, WITH MAJOR GENERAL WILLIAM E. KEPNER, FORMER COMMANDING GENERAL OF THE SECOND AIR DIVISION, AND SUCCESSOR TO LT. GEN. DOOLITTLE AS LEADER OF THE EIGHTH AIR FORCE IN THE E.T.O.



COLONEL BROGGER

Colonel Jacob J. Brogger of Butterfield, Minnesota began his army career with a National Guard Observation Squadron in 1935. He left the University of Minnesota to report as a flying cadet to the Air Corps Training Center at Randolph Field, Texas. Receiving his wings at Kelly Field, he was assigned to Flying Fortresses at MacDill Field, Florida. When the Japs attacked Pearl Harbor, Col. Brogger was en route to Cairo as an Air Forces observer of aerial warfare in the Mediterranean Theater. Recalled to the states, he joined a B-26 Marauder Group and became Exec. Officer of the advance echelon to England. The Group was diverted to Africa and he remained in England where he studied new methods of aerial warfare and became interested in the important part heavy bombardment was playing in the destruction of the Reich. Requesting transfer to Liberators he returned to the States and in September 1943 took command of the 446th. He was hit by flak on the dropping mission to Grosbeck, when the Group dropped vital supplies to troops of the First Allied Airborne Army. For his work that day he received the Silver Star and was returned to the States for recuperation.

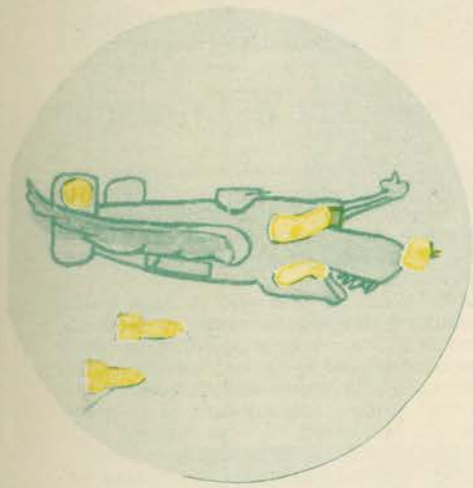
THE C. O.s — CATHER, CUTCHER, BROGGER, WILLIS, ARNOLD

SQUADRON COMMANDERS

From Lincoln, Nebraska came Myers B. Cather. He joined the 446th as Assistant Group Operations Officer at Lowry Field in July 1943, and became Commanding Officer of the 704th Bomb Squadron on September 30, 1943. A University of Nebraska graduate, "Bud" played football with the Cornhuskers under Biff Jones. In civilian life he was a commercial artist. Lt. Col. Cather and his squadron began demonstrating fancy bombing patterns to that eminent artist and paper-hanger—Adolph Hitler—in December, 1943.

704

Lt. Col. Myers B. Cather



Hailing from Hamburg, New York, Solomon Cutcher was appointed Commanding Officer of the 705th Bombardment Squadron when it was formed in April, 1943. He already had flown Liberators on anti-submarine patrol during a year a half in Panama and South America. An enlisted man in the regular Army he received his commission in May, 1941. Lt. Colonel Cutcher took command of the Squadron after his return to the U. S.—and led it to an enviable record in the European Theater of Operations.

705

Lt. Col. Solomon Cutcher

In Spartanburg, North Carolina, Milton D. Willis owned and operated airplanes in civilian life. At an early age he made parachute jumps with a flying circus. After graduating from Clemson College, he joined the Air Corps, flying his own ship to school. He became Commanding Officer of the 706th Bomb Squadron at its activation. As part of its fine record, the 706th during one period flew sixty-two consecutive missions without losing a plane or a man over enemy territory.

706

Lt. Col. Milton D. Willis

Coming from Berea, Ohio, Hugh C. Arnold entered the Air Corps and took pilot training after graduation from Baldwin- Wallace College. He was appointed Commanding Officer of the 707th Bomb Squadron when it was formed at Tucson in April 1943, and led it to an outstanding record overseas. At one time, crews of the 707th flew sixty-eight consecutive missions in the European Theater of Operations without the loss of an aircraft or crew.

707

Lt. Col. Hugh C. Arnold

Lt. Col. William A. Schmidt

Lt. Col. William A. Schmidt was one of the small group of men who left Tucson as a member of the original cadre of the Group, serving as the operations officer of the 704th Squadron.

A graduate of Texas A & M, he served as a lieutenant in the ground forces and was on the Carolina maneuvers in 1941. Anxious to fly he transferred to the Air Corps and received his wings at LaJunta Air Base, Colorado. With the Group he attended the Army Air Forces School of Applied Tactics.

Succeeding Colonel Crawford, he flew as Formation Commander and led the Eighth Air Force in successful raids against Minden and Swinemunde. Colonel Schmidt was Group C.O. at the time of deactivation at Sioux Falls.

Colonel Troy W. Crawford

Colonel Crawford wanted to become an Army flier so he resigned his Vocational Agriculture teaching job to enter Kelly Field flying school in 1930. After graduation he held a half-dozen training posts from Langley Field to Long Beach.

As a Lt. Col. he was sent to Biggs Field, Texas where he helped reorganize the training systems. With his job over at Biggs, he went overseas and served as Executive Officer with the 95th and 20th Wings and as commander of the 20th Wing's landing field at Orleans, France. He succeeded Colonel Brogger and served until shot down on a mission to Wesendorf. After being captured by the Germans he was rescued by advancing Allied Troops.

Lt. Col. Frederick Knorre

Lt. Colonel Frederick Knorre was Air Executive of the original Cadre that left Tucson in April, 1943. He served in that capacity overseas under Colonels Brogger and Crawford. Upon completion of his tour, he returned to the States.

LEADING THE ATTACK AGAINST GERMANY

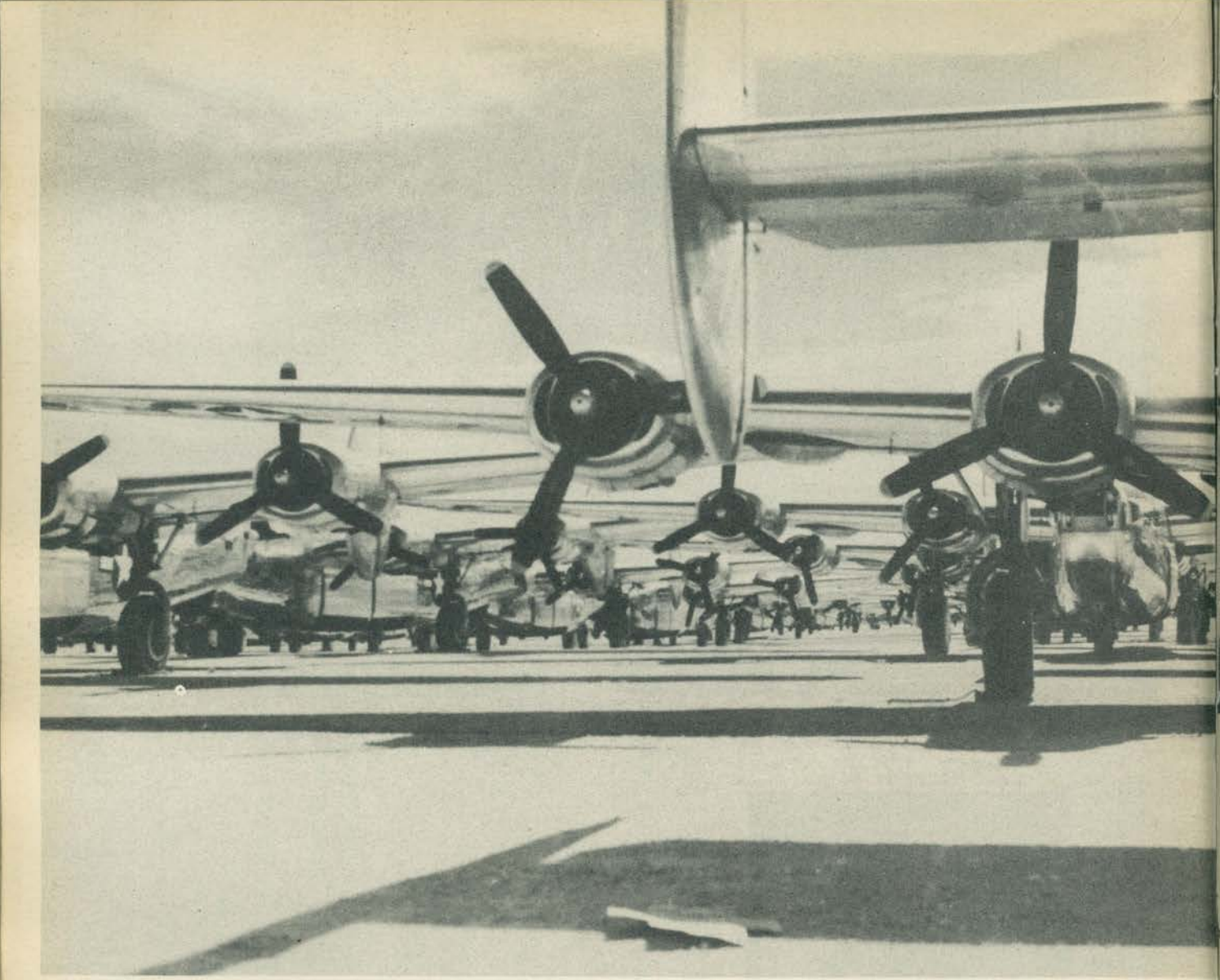
Lt. General Carl Spaatz, right, Commanding General of the Air Forces in the ETO conferring with Lt. Gen. James Doolittle, the head of the Eighth Air Force.

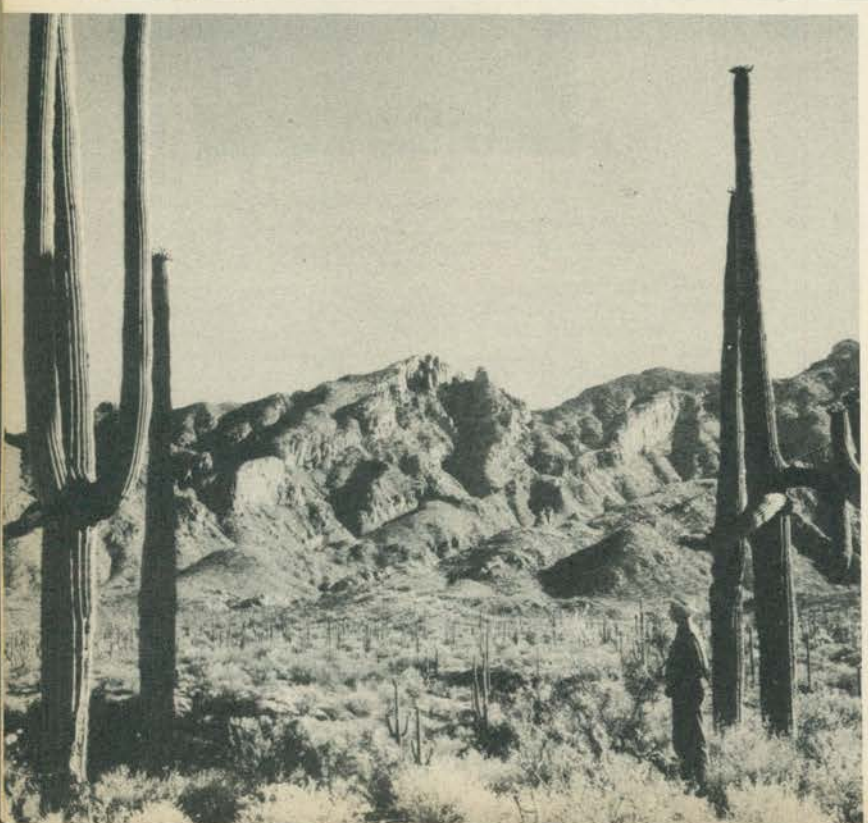
General Henry H. Arnold, Commanding General of the Air Forces.

Major General William E. Kepner, Commanding General of the Second Air Division.

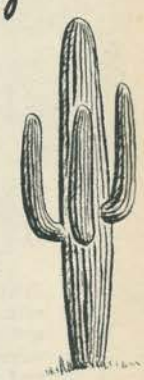
Major General James P. Hodges, Commanding General of the Second Air Division.

Brigadier General Edward J. Timberlake, Commanding General of the 20th Combat Wing.

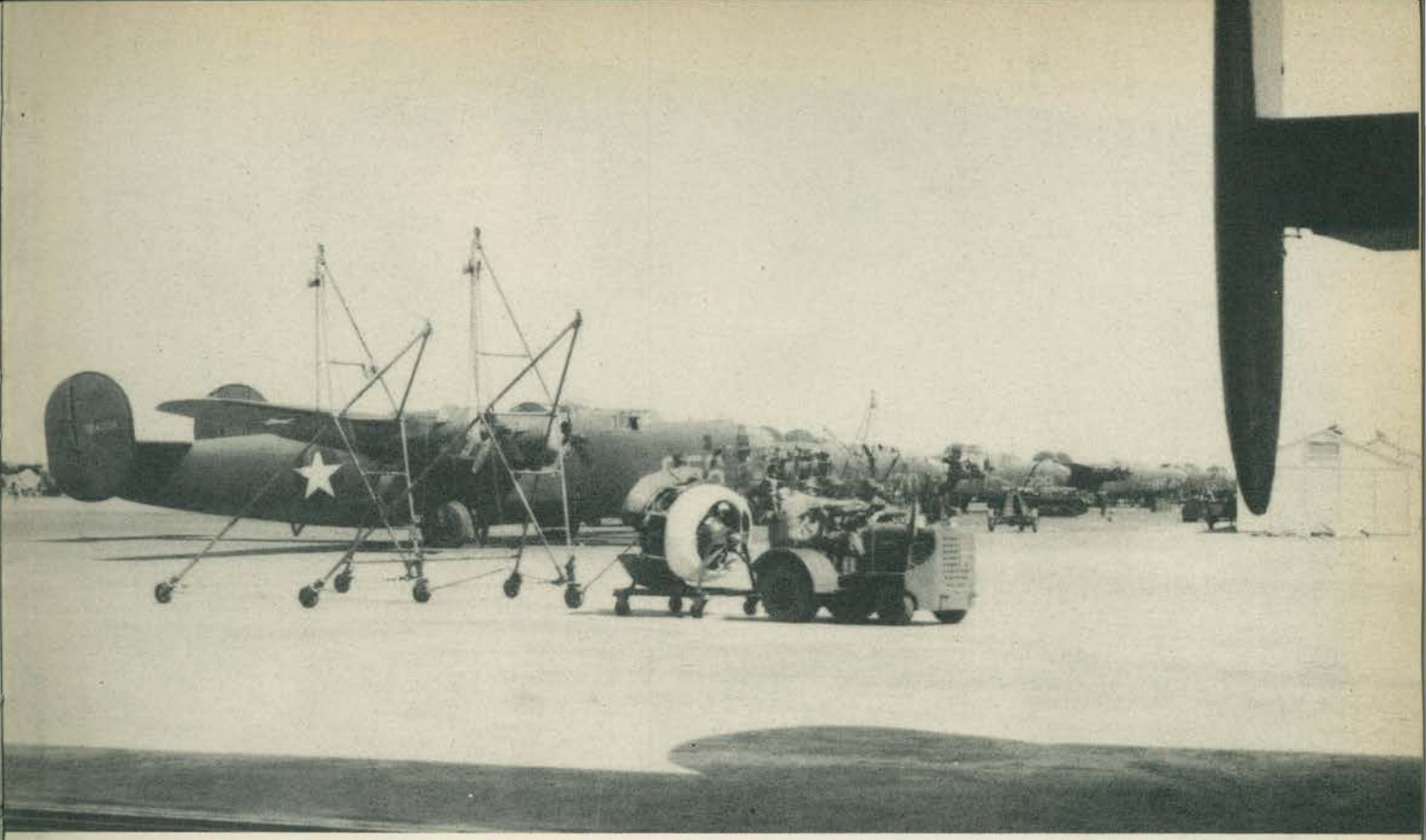




April 1943
Tucson, Arizona



A FAR CRY FROM FLAK AND FIGHTERS—TUCSON CACTI AND COWBOY



WHERE IT ALL STARTED—THE LINE AT DAVIS-MONTHAN FIELD, TUCSON.

From the small beginning at Tucson, the 446th became a powerful force against Germany. Here is its story and its role in World War II

In late April 1943, a handful of officers and enlisted men threw their baggage and themselves aboard a G. I. truck, shook hands and that was the start of the 446th Bombardment Group (H). These men were the cadre from the 39th Bombardment Group at Davis-Monthan Field in Tucson, Arizona and were considered the crack men of the outfit. Their destination was the Army Air Forces School of Applied Tactics at Orlando, Florida where they were to be indoctrinated in the modern methods of war. War!—that was a horrible awakening after the peaceful sanctity of Tucson with its joshua in bloom and its resort atmosphere. But the men were eager and wanted to get after the Japs and Nazis.

The Group had been activated on April Fool's Day in 1943, and assigned as a B-24 Liberator outfit to the Second Air Force in orders emanating at Fort George Wright, Washington. Major Arthur Y. Snell assumed command of the Group with 1st Lt. Gilbert J. Kuhn serving as the Group Operations Officer. The four squadrons, 704th, 705th, 706th and 707th were commanded by 1st Lt. Cooper F. Hawthorne, 1st Lt. Solomon Cutcher, Captain Milton D. Willis and 1st Lt. Hugh C. Arnold, respectively.

The air echelon with model crews flew down Florida-way while the ground men and flying personnel holding administrative jobs rode a train without air conditioning, without good chow, without women, but with the constant squabbling of the bridge and poker addicts of the group.

The less said about the trip the better. Ice for the air conditioning system was at a premium and the heat of the poker games forced the card players to open the windows. After that, tempers as well as the humidity rose.

There was a short lay-over in New Orleans and the men scattered, taking in the French Quarter, a shower and swim at the "Y" and steak, seafood and lager at some of the famous eating places. At the same time, the air echelon was flying a line, Tucson New Orleans-Orlando, and enjoying themselves every bit as much as the groundlings.

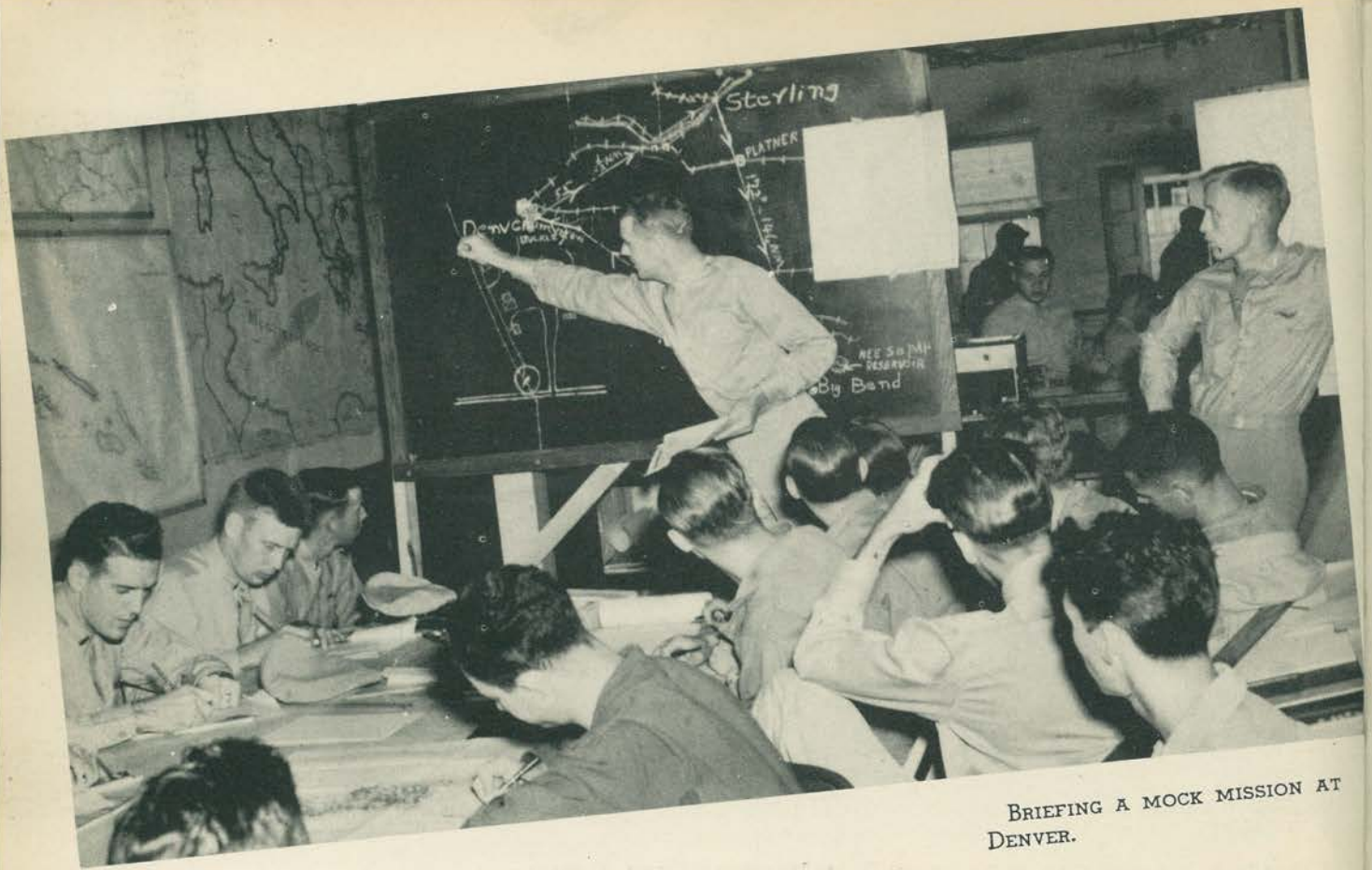
After a good day in the city of Mardi Gras the group entrained for the last leg of the trip. The train was a sort of Toonerville Trolley set-up that stopped at every cattle crossing. After sweating through Louisiana, Mississippi and Georgia, the safari reached Florida and Orlando in the early hours of the morning. The air and ground echelons met there with some of the men getting acquainted for the first time.

The new arrivals had five days off to orient themselves, run over to Daytona Beach for a swim and make the rounds of the local hot spots. This was Life! But was it War?

AAFSAT consisted of camouflaged classrooms, barracks and military devices erected in sand. It operated as an airforce in a "theater of war" which covered the central part of Florida. From the school's airfields heavy bomber units and other groups in training flew missions similiar to those flown by the Air Forces in the different theaters of war.

There were about 125 officers and men with the 446th ranging from the C. O. to clerks. They had come from Davis-Monthan Field, Clovis Army Air Base and other Second Air Force Stations to round out the Group.

High-rankers and lowly G. I.s took the courses together. An orientation course brought all men up to date on military subjects which they were supposed to have absorbed in the early days of their



BRIEFING A MOCK MISSION AT DENVER.

military life. Then the Group was broken up into sections, the operational personnel heard lectures on the latest combat tactics while the administrative section took courses on how to handle their various jobs under conditions experienced in the field.

Both sections were brought together for the final phases of the training at one of the AAFSAT satellite airdromes for heavy bomber groups. Montbrook, the 446th base, resembled a Pacific outpost. Staff personnel flew from Orlando to Montbrook and were set down in another hole scraped out of the Florida sand and scrub pine. They were told AAFSAT had literally moved "Heaven and earth" to bring about combat conditions. The men thought "Hell" too, had been moved right to Montbrook. This time the 446th was going to rough it—sleeping in tents, eating from mess kits and walking miles from planes to chow, to P. X. to tents.

The work angle was interesting and instructive. Six mock combat missions were flown to New Orleans, Mobile, Charleston and Dry Tortugas, making runs over installations under simulated combat conditions. All the missions were overwater, with a night mission taking the men through searchlight batteries, radar and fighter interception. An interesting time was had when one of the navigators wanted to make a run over the Pensacola Naval Air Base instead of Mobile, and the Navy fighters took to the air to investigate the matter.

On the recreation side of the picture—fun at the "ole swimmin' hole," softball games on the perimeter, or hopping the G. I. truck into town to get a southern fried chicken dinner was about all there was in the way of entertainment.

The Group was ordered to return to Orlando after finishing the last mission and shipped out shortly after for Alamagordo, New Mexico, where it was to take up its phase training.

Reluctantly the men left Florida. The thought of what was ahead was upsetting. Alamagordo—one of the most desolate places selected by the Air Corps as an air base. It later claimed the distinction of being the testing ground for the atomic bomb. For months the men had heard stories about the base where it was rumored even the Chaplain had gone over the hill —and now it was to be their home until the day they were to pick up their gear and leave the States.

After leaving Orlando, the journey was pretty much the same as the trip eastward. All the men were looking forward to another "tear" in New Orleans—they could see a good feed ahead after the terrible chow on the train. No one ate the night the train was to arrive anticipating dinner in the city famous for its cuisine. The Army running true to form, re-routed the train and the Group spent the night in the railroad yards on the other side of the Mississippi—without dinner.

The disappointment at New Orleans was nullified to some extent when the men found they were able to get across the border after arriving at El Paso. No time was lost in changing currency and running over the bridge into Juarez.

The Group journeyed on to Alamagordo where they heard the best word in two months. On June 3rd the orders had been amended and the Group was instructed to take up its second phase training at Lowry Field in Denver, Colorado—a far cry from the desert country of New Mexico.

HEADQUARTERS
ARMY AIR BASE

SPECIAL ORDERS)
NUMBER 141)

Alamagordo, New Mexico
June 3, 1943

E-X-T-R-A-C-T

1. This foll named pers, 446th Bomb Gp, AAF, are reld fr asgmt and dy this sta, and w/o delay WP, AAB, Lowry Fld, Denver, Colo.

Captain Benton T. Thompson (Tn Comdr)

2nd Lt. Wayne E. Fritz	1st Lt William P. Mallen
2nd Lt. Miron Sorokowski	1st Lt John L. Burns
2nd Lt Joseph J. Tique	2nd Lt Eric H. Sherman
1st Lt. Oscar F. Fowler	2nd Lt. Mylard B. Bookmiller
1st Lt. Willis B. Hall	2nd Lt. Calvin C. Casteel
1st Lt William A. Schmidt	

2nd Lt. Elwood S. Grimm
2nd Lt. Ralph S. Rosen
2nd Lt. Edward H. Castens
2nd Lt. Arthur C. Rothblatt
2nd Lt. John E. Gregg
2nd Lt. Marvin J. Anderson
2nd Lt. Edwin Craft, Jr.
S Sgt. Ferrell Dillard
Cpl. Richard Mackerdon
S Sgt. William R. Ramsey
Sgt. Charles J. Sutton
Sgt. George J. Wigger
Cpl. Aubrey M. Jordon
Sgt. Paul O. Duell
Cpl. George E. Heap
Sgt. Edwin E. Jakeway
T Sgt. Everett G. Paton
T Sgt. Alton D. Brown
S Sgt. Brune P. Disenso
S Sgt. Daniel Libby
T Sgt. Leroy R. Rider, Jr.

S Sgt. Oscar J. Brush
Sgt. James J. Collins
T Sgt. James B. Foster
S Sgt. Max E. Koenigs
T Sgt. John Bateman
Sgt. Nathan H. Frankie
M Sgt. Joe Frankie
2nd Lt. Herman S. Sody
2nd Lt. Lee A. Silbo
2nd Lt. Herbert J. Sturtz
2nd Lt. Thomas L. Moore, Jr.
2nd Lt. Ralph P. Axton
2nd Lt. Herman Elder
2nd Lt. Henry Hirsch
2nd Lt. Philip S. Balcomb
2nd Lt. Michael J. Dumbrowski
2nd Lt. Ross Rudd
2nd Lt. Joseph Schack
2nd Lt. John Ghenes
2nd Lt. Bernard L. Hutain
2nd Lt. Dan E. Moore

2nd Lt. Charles R. Rinehimer
2nd Lt. Charles V. Frascati
2nd Lt. Henry J. Saborsky
2nd Lt. Bernard E. Frisch
Sgt. Marvin S. Rubin
Cpl. Harold F. Anderson
Cpl. Willie J. Banks
Cpl. Carl O. Ellis
Cpl. Joseph Russon
Sgt. Orville R. Bagne
Cpl. Mervin A. Barnes
S Sgt. Harold E. Brewer
Sgt. Waldemar Dombrowski
Sgt. George Gotch
S Sgt. Spencer H. Hayman
Sgt. Kenneth H. LaBonte
Sgt. Fred E. McClellan
S Sgt. Jack W. Maxwell
S Sgt. Charles W. Rhea
M Sgt. Morty J. Fox
M Sgt. Robert G. Kieckbusch

T Sgt. Rudolph S. Lak
M Sgt. William F. Laman
S Sgt. Charles W. Snediger
Cpl. Fred Speicher

Sgt. Henry L. Kirouac
S Sgt. Dwain C. Ludlow
S Sgt. Wiliam R. Hosper
Cpl. Wiliam A. Lay
S Sgt. Martin M. Van Ness
S Sgt. Francis W. McKay
S Sgt. Donald W. Smith

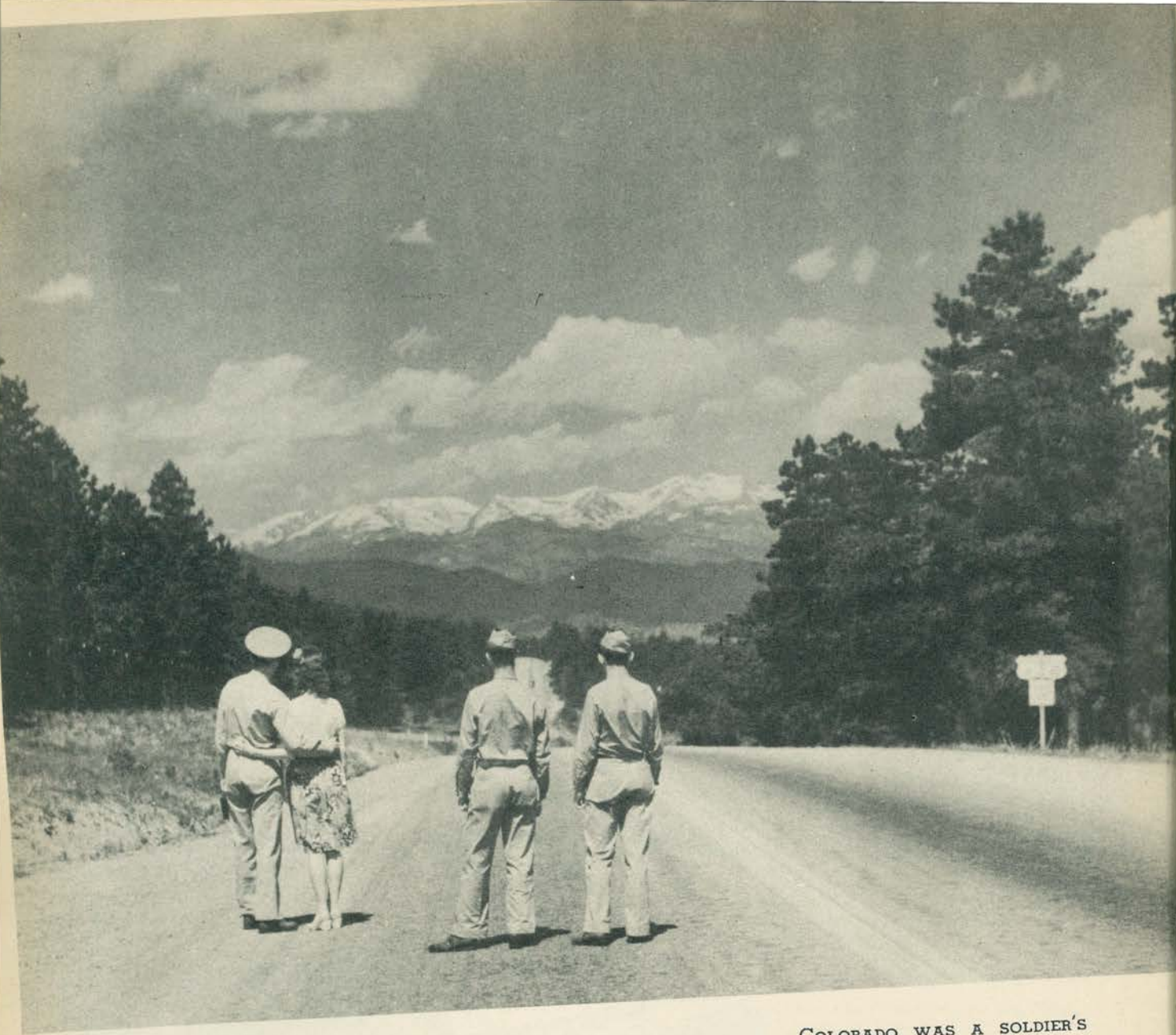
Sgt. Earl Vines
Cpl. Victor A. Zimlick

ORD SEC

S Sgt. Kenneth C. Cross
Pfc. Charles F. Prince, Jr.
Pfc Braxton Smith
Sgt. David E. Weathersby

ROOKIES HEAR EXPERIENCES OF SOUTH PACIFIC VET.

"AN EAGER BUNCH"—CREWS TAKING NOTES AT BRIEFING.



COLORADO WAS A SOLDIER'S PARADISE—A SCENE IN ROCKY MOUNTAIN NATIONAL PARK.

Five days were spent at Alamagordo while the air echelon scouted Lowry Field and the city of Denver. Alamagordo surprised us—it was a nice town. there was a restaurant on the main street that served wonderful Kansas City Steaks—steak had become an important item on the diet. Some of the fellows spent their spare time at a movie house that had a double bill of horror pictures, while others went out to White Sands and up to Riodosa in the mountains. After five days of discovering and exploring New Mexico it was back to the train ride. By this time all hands felt like five-a-day troopers beating it around the Albee circuit. A Sunday was spent in Dalhart, Texas—like busmen on holiday the gang went to see "Bombardier" in the local movie house. There was a short stop-over at Colorado Springs with a view of Pike's Peak, and then the ride on up to Denver.

No time was lost in getting out to the field to survey the surroundings and make preparations for operating on a large scale. Remnants of the preceding outfit were still there and there was a strange feeling in the pit of every stomach as the men watched the 389th Group march down to the depot to entrain for "Somewhere in———". The Group met up with the 389th later in England and learned that they had taken part in the Ploesti raid and had been pretty well shot up.

The first difficulty at the new base was in trying to determine whether the Group was in first phase or second phase training. The big-wigs weren't able to decide, so the crews took a bit of both phases.

Amid all the confusion, the Group managed to have a football team, coached by Lt. Kuhn and sprinkled with a few ex-college and professional football stars. More than 8,000 fans gathered in Denver University Stadium to see the first game—a night game in which the Lowry Bombers defeated the Fort Warren team 7-0 in a loosely played game. From that night on there wasn't much to write about. The Bombers failed to win another game.

Four and a half months were spent at Lowry Field. At first it seemed as though things would never straighten out. The squadrons moved from building to building. The Commanding General of the field would come racing down the line with some edict that the Group was to move again. It wasn't until July, one month after our arrival in Denver that things finally settled down and the training got under way. Ninety-day wonders fresh out of O. C. S., ground men

from Salt Lake City and other Second Air Force bases, and new crews up from Clovis rounded out the Group. Flight leaders were chosen and training began in earnest. New crews were checked out and mock bombing missions were flown over the neighboring states. From time to time planes were dispatched to Gulfport, Mississippi and March Field, California from where each crew took part in an overwater mission.

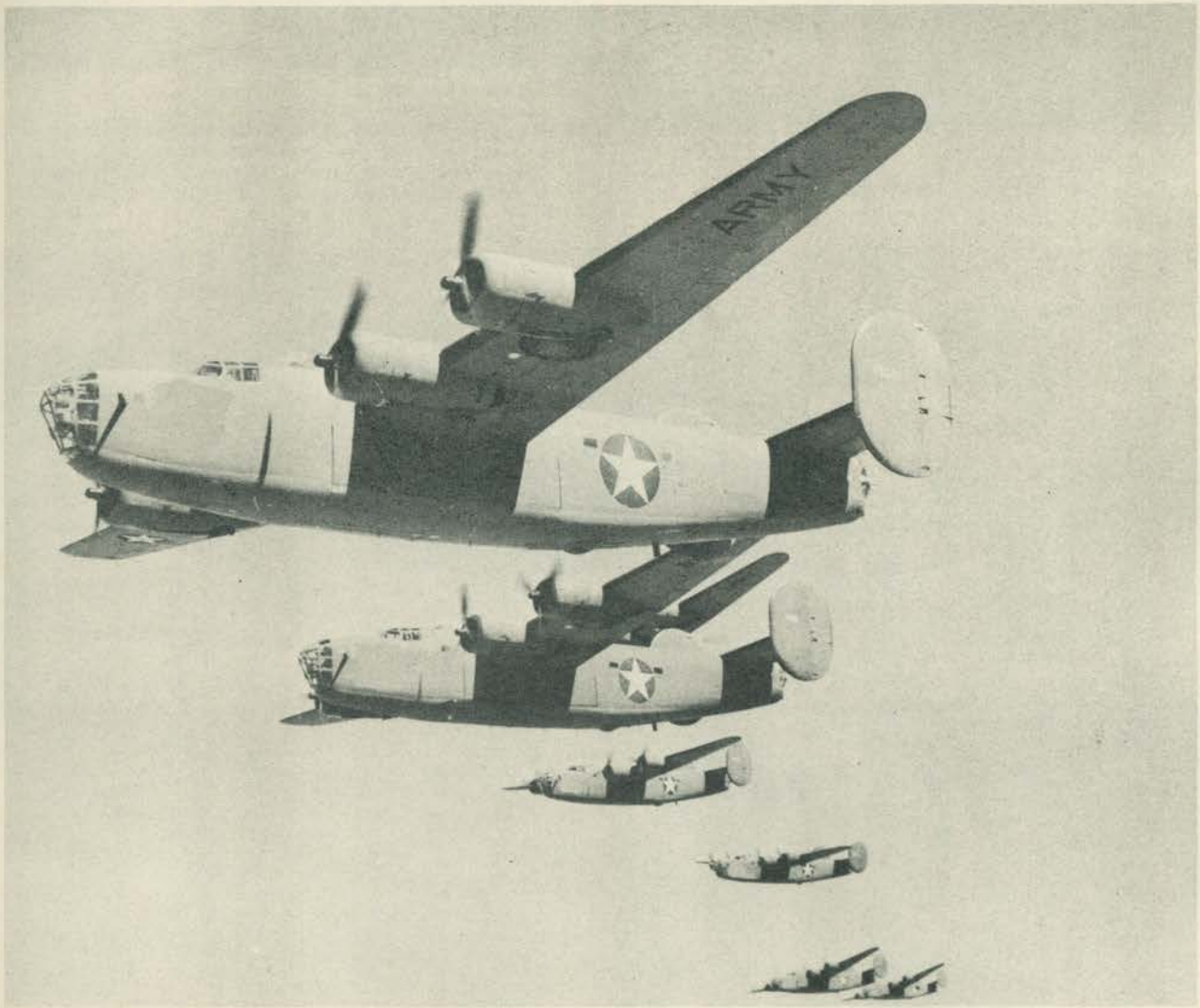
Other groups in training for overseas movement had continual streaks of bad luck, but up to September our training period had been free of mishap. A Second Air Force inspector, hearing of our perfect safety record remarked, "It just can't last."

On Sunday morning, September 26th his prophecy came true when a seven-man crew of a 705th Squadron plane crashed into south Denver. The men gave their lives to avoid crashing their disabled ship into a sanatarium. It crashed and burned in a vacant lot about a block from the hospital.

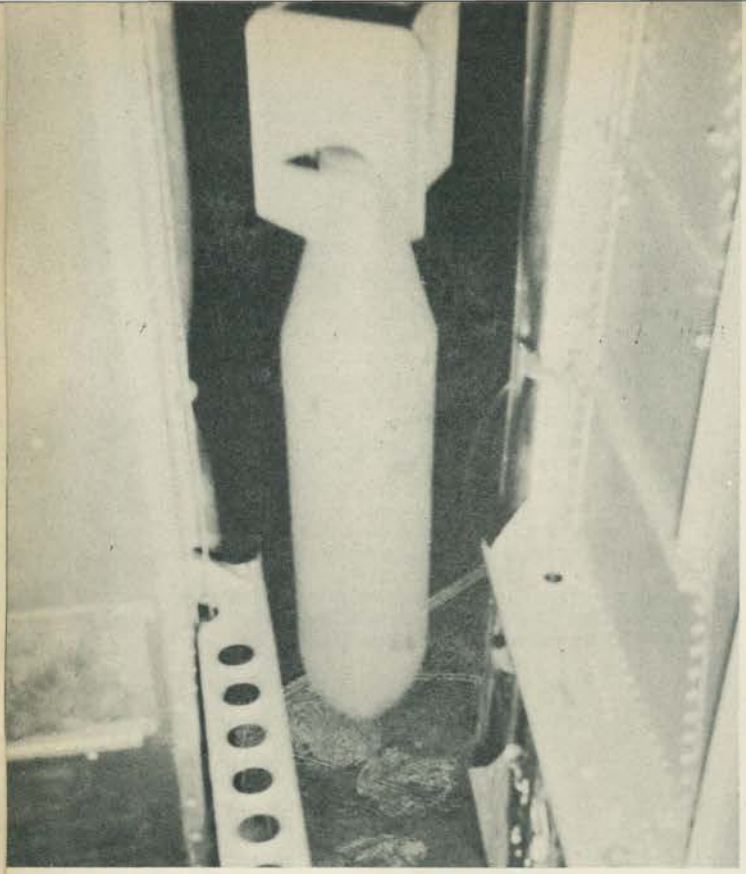
On Tuesday, September 28th, while a formation of planes was en route to March Field, California to take part in an overwater mission, the 707th plane piloted by Lt. Mylard B. Bookmiller, one of the pilots who started with the Group from Tucson, crashed and burned ten miles south of Colorado Springs. Eleven men were killed, the twelfth member of the crew, Sergeant William Baker, parachuted to safety. A short while later the 704th lost a plane in the mountains around Denver, near Golden.

On September 27th, Lt. Colonel Jacob J. Brogger assumed command in place of Lt. Col. Snell. Word was received on preparation for overseas movement. Everyone had his job—to ready his section for the POM inspection and comply with all the lengthy directives that were sent down from higher headquarters. The intensive training continued and everyone was eager to do a good job. And then the alert order arrived. The outfit was not quite ready and Colonel Brogger received an extension of two weeks and devoted the time to training in formation flying. In mid-October the ground personnel left Lowry on a permanent change of station. The 706th and 707th squadrons pulled up stakes on the afternoon of the 18th and the other squadrons left on the night of the 19th. The men left Denver feeling that if there was such a place as a soldier's paradise, Colorado was it.

A few days later the troop trains arrived at Camp Shanks, New York, about fifteen miles north of New York City on the west bank of the Hudson River.



MOCK BOMBING MISSIONS WERE FLOWN OVER THE NEIGHBORING STATES.



"Bombs Away!"—A practice bomb leaves the bay.

Preparation for the run over Berlin — bomb trainer.

The line at Lowry Field—"853" alias Gerty the Gremlin.

DESTINATION: UNITED KINGDOM

GROUND ECHELON

Shanks was an ominous place. The barracks cold and grim in the late Autumn brought a moodiness in the men. The trees were almost completely stripped of their foliage. Cold, damp mornings did not help the spirits of the men. They were spending their last days in the States and the butterflies in their stomachs were beginning to act up. The camp took on a sort of deadness. Maybe it was because this was the jumping off place to God knows where. The outfit was going overseas—all were certain of it, as certain of it as they were that there would be a tomorrow. Other fellows apparently had experienced the same feeling. In the shower "George Jones shipped to hell, September 20, 1942" was inscribed on the wall. One wondered where George Jones was on that date.

The Group did not spend much time at Shanks. The hours were crowded with last minute preparations. There was a last check on clothing and mad dashes to the Post Exchange to stock up on candy, razor blades and the things scarce to men overseas. For the first time in the Group's young life censorship was put into effect, and at the time when the men wanted to tell all the news in their letters. As the time progressed and it was apparent that just a few hours remained before shoving off, the shivers up the spine increased and the butterflies in the stomach jumped faster than before. No one knew what was ahead.

Orders arrived! The Group moved out of Camp Shanks on October 25th. Trucks took the men down to the Hudson River where an army transport was moored. An old Hudson River excursion boat, formerly used for taking gay crowds to Bear Mountain and other New York resorts, it was now converted to meet the grim business of war. As they boarded the small craft the men carried full, heavy "A" and "B" bags with packs and carbines slung over their shoulders. Officers carried musette bags, sidearms and personal baggage.

The boat eased away from its mooring at Piedmont on the Hudson and moved slowly down the river. The mighty Palisades loomed as a bulwark on the Jersey side and the Riverside Drive provided the "big city" interest on the New York side of the river. For some men it was their first trip East. The beautiful panorama before them was so intriguing that for the moment they were unmindful of the dangers ahead. Small craft and Liberty ships scarred with the marks of convoy duty plied the river as the George Washington bridge came into view. Once under the Bridge it was but a few minutes before the transport turned and headed toward Pier 91 at West 51st Street. The two Queens of the Seas were moored there—the luxury liner Queen Mary and the ill-fated Normandie. The troops disembarked and lined up on the pier. Single-file, clinging to their baggage, the men staggered up the gangway and into the bowels of the Queen Mary. If any of the men had thoughts of a luxury cruise, the first sight of the interior of the ship took it away. It had been stripped of all its peacetime trappings and was completely rigged for transport use. Bunks were erected in the holds. Men took turns sleeping out on the decks—one night above and the next below. "Honeymoon" cabins now housed shavetails, nine to a room. Fortunately the 446th was among the first contingents aboard and received the choice spots.

The Queen Mary weighed anchor at 1730 on October 27th. Reports had it that 15,000 troops were aboard. Destination unknown. Some said India; others speculated that it would be Africa. No one knew. Dusk began to settle over New York as the tugs pulled the great ship out to mid-stream. The lights of Manhattan's skyscrapers glowed in the haze as the great vessel silently moved down the Hudson. Grim and gray, it navigated through the waters at Sandy Hook out into the Atlantic and disappeared into the fog and darkness.

The weather had been bad and it looked as though it was going to be a rough trip. Once in the Atlantic one could feel the long rollers against the hull. Meals were served twice a day in five sittings.

NEW YORK HARBOR—LAST GLIMPSE OF U. S. A. BELOW, HIGH ABOVE THE ATLANTIC OCEAN, NAVIGATORS FACE FIRST GREAT TEST.

PUERTO RICO—A STOP ON THE AIR ROUTE.

The Red Cross distributed candy, sewing kits, mystery novels and playing cards. The time at sea was spent in sleeping and reading and executing the chores assigned to the various units. Colonel Cutcher's 705th squadron was assigned auxiliary gunnery duty with the regular American and British gunners who manned gun positions on the upper decks. The 707th squadron did guard duty.

Lifebelts were carried at all times and most men slept in their clothes. Each day there was a boat drill at emergency stations. Gambling was prohibited on the ship but many games went on in dark corners and below decks. The men who were not on K. P. or gun and guard duty killed time writing, reading, eating and frequenting the Post Exchange. The Queen made the trip on her own, without the protection of a convoy. Her great speed was enough to assure protection against the U-boats. Rumours were forever going the rounds. One day it would be "a U-boat was sighted last night"—and the next day it would be "a wolf pack has been reported near the shipping lane."

On November 2nd, the Queen Mary entered the Firth of Clyde, Scotland. Small tenders came out to greet the new arrivals—the Queen ran one down. The ship, too large to dock, dropped anchor in the harbor at Greenock. The rest of the day and night and the next morning the men were transferred to small tenders. The tenders landed at Greenock and the men boarded trains on the morning of the 3rd. Crossing into England, the Group arrived at Flixton, November 4, 1943, after a short ride in trucks from the railroad station at Bungay.

Destination had been reached—AAF Station 125, Flixton near the town of Bungay, Suffolk, England. Quarters were assigned and the ground crews awaited the arrival of the air echelon.

AIR ECHELON

While the ground personnel had moved in and were firmly entrenched in Bungay and the surrounding countryside, the air echelon was sightseeing on different parts of the globe. After an abortive flight echelon movement by Cather's 704th Squadron and part of Cutcher's 705th to Herrington, Kansas, on October 8-10, the air echelon of the 704th left for the staging area at Lincoln, Nebraska, October 20th. The 707th last to leave, took off on the 26th.

The pilots circled Denver for the last time, and the crews recalled the happy days and nights spent there. It had been a wonderful four months.

Strangely enough, late rumors gave the men hope of submarine duty out of Brownsville, Texas.

The squadrons flew formation to Lincoln.

Not on the ground at Lincoln five minutes it was obvious what was in store. A very efficient lieutenant came racing down the line in a jeep and gave the new arrivals an idea of the schedule. Baggage was to be unloaded, weapons checked. The planes were to be stripped for experienced inspectors were going over them to see if any of the boys were smuggling things aboard.

Transportation arrived and hustled the waiting men off to a large briefing room where they received instructions. There was a formation to be made early the next morning. From then on, the men were pretty much on their own for the next seven or eight days while the latest modifications were made on the planes. A thorough check was made to see that all planes were properly equipped and prepared for the flight overseas, and that they were manned by crews provided with adequate training and information. Clothing and personal affairs were checked and each man was given a physical examination.

One afternoon crews and passengers were assembled in a large briefing room, the walls of which were covered with maps of the world. The Operations Officer gave the possible route and also alternates as far as Dakar. Apparently the briefer had been over the area several times—he spoke with authority. Route data, maps, navigational equipment, secret codes and other necessary material were distributed. They showed photo displays and sketches of main and auxiliary fields and runways. Living conditions were discussed, along with repair and overhauling facilities, Health was stressed. Jungle kits containing compass, emergency rations, match case, flare, gloves, mosquito headnet, machete, sharpening stone, fishing equipment, insect repellent, water purifier and first aid kit were issued.

There was instruction on ditching. The dinghies were equipped with everything necessary from sea marker dye to a police whistle to signal in fog. There were self-inflating rubber rafts containing rations, plugs, flares, and buoyant bags of equipment painted bright yellow, containing a waterproof transmitter known as "Gibson Girl" because of the hour glass shape, a simple box kite, two deflated balloons and a hydrogen generator can. The kite was to act as a distress signal and also carry the antenna aloft. It was not necessary to know code, so any member of the crew could use it. The hand crank on the "Gibson Girl" generated the power and the instrument automatically ground out SOS messages on 500 kilocycles, the international distress frequency. The only thing missing was a carrier pigeon. Each man was assigned a station in the plane and knew thoroughly what to do in the event the plane was forced down over water.

The passengers were coached by the crew on jumping. They were about to become members of

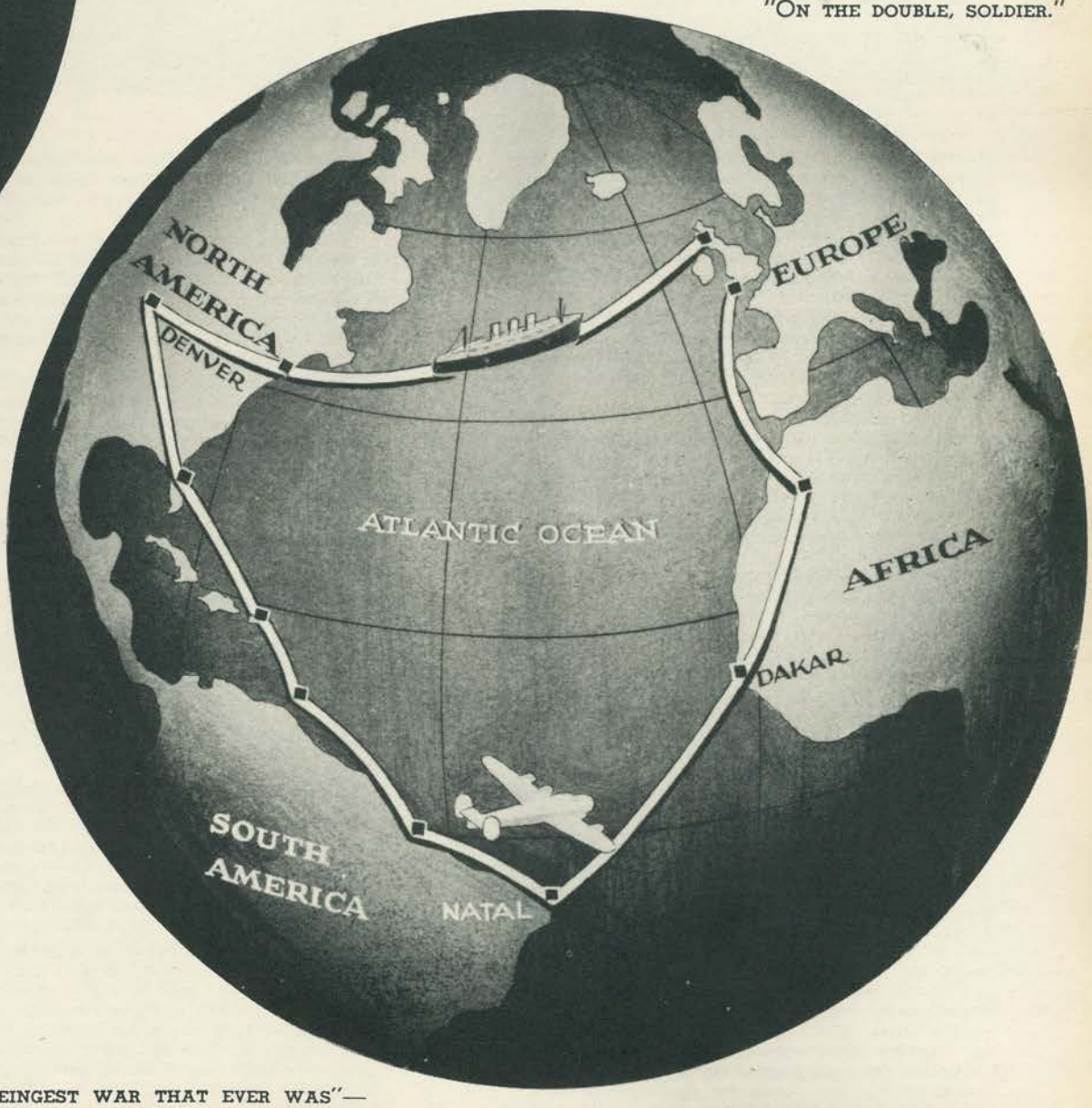
the Shortsnorters, and might very well have jumped into the Caterpillar Club. A sergeant who had returned to the states after three months of evading the Nazis in France gave a talk on escape and evasion. It later paid dividends for both Lt. Shafer and Sergeant Quirk of the 707th who were forced down in France and evaded the enemy. That they were successful in getting back to England was due in great measure to what the men recalled of the sergeant's talk.

The Group passed all tests with flying colors and was ready to move to the next station. The field for embarkation from the states was Morrison Field, West Palm Beach, Florida. Some of the ships made the flight in one hop while the ones that had a late take-off from Lincoln stopped overnight at Warner-Robbins Field in Macon, Georgia.

The planes had no sooner landed at Morrison Field when the Air Transport Command scheduled the crews for briefing for take-off. All men were restricted to the post. The briefing took place in a room which had a relief map of the Caribean area.—Next stop Borinquen Field, Puerto Rico. The briefer said new crews were inclined to be worried about the long over-water hop—the men of the 446th were no exception.

"There are German submarines somewhere in this vicinity", said the intelligence officer as he stepped on the platform and poked his pointer at

"ON THE DOUBLE, SOLDIER."



"THE SIGHT-SEEINGEST WAR THAT EVER WAS"—
THE ROUTES OF THE AIR AND GROUND ECHELONS.

ASCENSION ISLAND—HALF-WAY MARK BETWEEN SOUTH AMERICA AND AFRICA.

a far-off section of the Carribean. This was the first contact with the enemy. It was the most active submarine area—except for part of the shipping lane to the far north—in the Atlantic Ocean. There was to be no report or record in the logs of any convoy of ships that might be sighted. The radio operator was to break radio silence only if a submarine was spotted or someone was in trouble.

After one or two questions the briefing was over. Before the crack of dawn the next morning the crews were standing by their planes. Each man was dressed in coveralls and wore his pistol and canteen. Mae Wests were strapped on.

At the briefing the men were told the overseas movement meant a parting of the ways for a master and his pet, but Whitey and Red were at the ships ready for the take-off. Whitey was Sergeant Salminen's dog, and she was expecting. Red was Sergeant Russert's chow and he was blamed for Whitey's predicament. Everyone agreed it would be nice to keep the family together.

Just before the sun came up on the horizon the planes were airborne and the exhaust flamed a reddish-orange with the superchargers red hot in the darkness. Flying singly they headed out to sea and into a beautiful sunrise.

After the planes were well on course and things were running smoothly "George" the automatic pilot was switched on. From then on, he did most of the flying. The men peered out the windows scrutinizing the gray surface below—watching for submarines. It was a novel experience. Now and then someone would spot a convoy coming out of the Gulf of Mexico. About an hour out, the pilot opened the sealed orders. They read "Destination—United Kingdom."

The first leg was entirely over water. Thunderheads that climbed thousands of feet above flying altitude were sighted, but were skirted. Passing the Dominican Republic, the first sight of Puerto Rico was one of green grass, grass-roofed huts and rolling land. Below was Borinquen Field. A 704th ship was lost on this leg.

For the first time the men saw a new uniform—stripes on the shoulder straps and a cap insignia bearing the letters "ATC". They looked like the uniforms the Yugoslav fliers wore in the training days back at Tucson. They were members of the Air Transport Command and our hosts for the duration of the flight. They were the fellows who one day had breakfast at Natal and the next morning had their eggs in Bombay. Certain men would be pointed out "That fellow has 5,000 hours in the air—that one 2,000."

Borinquen boasted one of the best Post Exchanges the men had seen—fashioned along the lines of a Fifth Avenue department store. And it had wonderful clubs for officers and N. C. O.s. No one could resist the walk down to the beach although swimming was out. Signs reading "Positively No Swimming—Sharks and Barracuda" dotted the area.

The next morning the planes took off for Waller Field, Trinidad. As they neared the island the high mountain mentioned at the briefing was sighted. The area was restricted and defended by AA guns. The important naval base of Port-au-Prince was nearby and plane commanders were cautioned to avoid it. Here the men ran into their first snag. They were now in British-governed territory with the government, money and customs English, and it was their first experience with shillings and pence.

The Tower reported bad weather and some of the planes were grounded. Sightseeing expeditions went off into town. Some of the fellows went to the Botanical Gardens while others went to the local distillery and stocked up on rum. The next day they took off for Val de Gaens at Belem, Brazil loaded with souvenirs and spirits.

Some of the planes landed at Atkinson Field in British Guiana—on the Atlantic hump of South America.

The trip to Belem was 1,226 miles and took seven hours and ten minutes. It took the Group across Venezuela and British Guiana, skirting the thick jungle. The crews had been told at the briefing that the chances of finding them if they were forced down were slim. The thick undergrowth and jungle hampered rescue and it would take months for men to cut their way through to get to disabled aircraft.

Now and then a native village appeared out of the green. Crossing the Amazon, Val de Gaens, "Valley of Dogs" was easy to spot. The stay there wasn't too pleasant. It was hot and the barracks were stucco buildings located on the edge of the jungle. Showers were outdoors—at the time one would choose to take a shower a terrific tropical storm would come up. Men slept under mosquito bars. The heat and change of food were beginning to tell on the men. The one heart-

ening feature was the large quantity of fresh fruit available at all meals.

The following morning the planes took off on the most uneventful leg of the trip—flying to Parnemirim Field, Natal. The airfield nearest to Africa, it was the jumping off point for the planes ferrying supplies to Europe.

The gang made a bee-line for the P. X. and spent their per diem money on gaucho boots and bags made of genuine leather. Then they broke off into parties—some went swimming and others went to town to buy silk stockings and wrist watches to ship home.

The laundry situation was critical. Although the men moaned, there was no way to get clothes cleaned except to wash them on your own. Each man would postpone the chore as long as possible, but finally down to the last clean pair of shorts something would have to be done. It wasn't an unusual sight to see a fellow take his laundry under the shower.

From Parnamirim the planes started across the Atlantic for Dakar. After take-off from Natal one of the most interesting events of the trip happened. Jack Maveety's 707th "El Toro" was no sooner airborne when word came over the interphone from the waist, "Whitey's having her pups." The maternity ward was behind the ball turret. Just at that time, maybe due to excitement, El Torro blew an oil line. The flight deck was cleared in short order. The crew wasn't worried about the oil line, they wanted to be in on the blessed event. Maveety headed back to Natal. The leading list which read fourteen at take-off read twenty when the plane taxied to a stop.

Flying the Atlantic was not the death-defying heroic stunt one would think. The trip on the whole was rather monotonous, except for one plane that developed trouble and the crew had to throw all its equipment out to gain altitude. The men would just sit or sleep on heavy flying clothes for nearly eleven hours. First, they'd read some of the books in the Red Cross Kit, then they would talk or try to stretch out but four other guys would be playing cards, so they'd sit some more, or, look down at the dark, gray water.

Some of the planes made a stop at Ascension Island, almost half way between Brazil and Africa.

Dakar was reached in mid-afternoon with the planes landing for the first time on a steel mat. It was reported the 446th was the first B-24 group to complete the hop from Natal to Dakar without bomb-bay tanks. Natives in their strange garb were running around the planes. The earth was dry and cracked. French Senegalese soldiers were stationed to guard the planes. (One of the soldiers ate Red's dinner after the dog had sampled it and found it not to his liking.) The crews soon found that the tales of African heat were not fiction. The biggest menace, however, seemed to be the mosquitos. This was the greatest malarial belt in Africa. Planes were sprayed with health bombs upon landing and after take-off. It was rather disagreeable to be penned up in the plane and have someone squirt DDT over you.

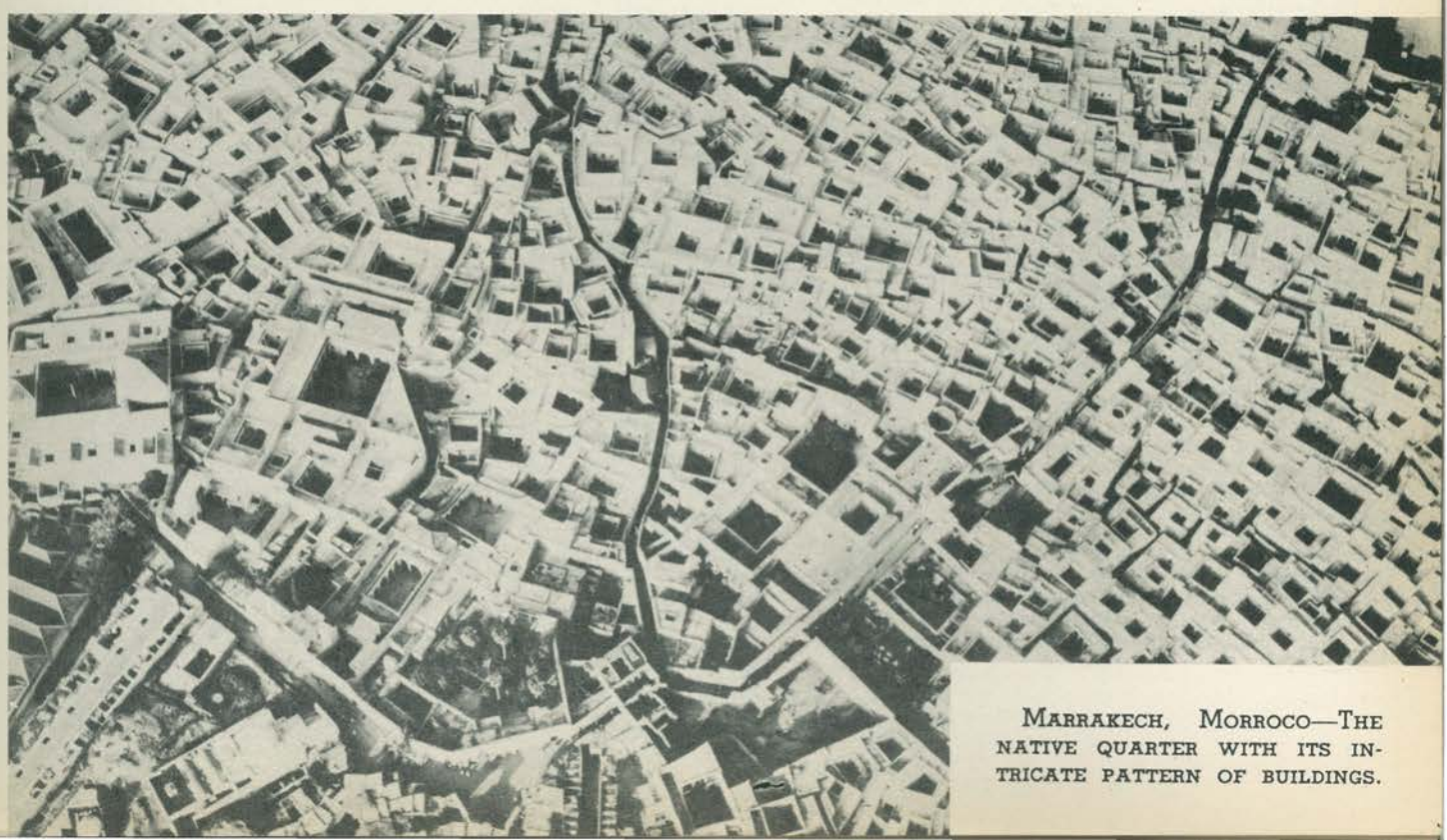
At night the men slept on sheetless cots protected by a mosquito bar; and if they ventured out, orders were to wear high boots or tuck the trousers in socks. Long-sleeved shirts and long trousers were worn and collars had to be buttoned. Fortunately, the stay there lasted just one night.

Before sunrise the next morning the planes took off for Marrakech, French West Africa—the last stop before the long hop to Britain. Pilots were briefed to fly through a pass—some found it and picked their way carefully along, flying at what seemed to a groundling, touching distance of the mountain tops. Others unable to find the pass went on oxygen and flew over the mountain chain. For 1,200 miles the Libs flew over the Sahara. It didn't look like a desert or any scene from "The Desert Song."

As the planes approached the mountain chain one could see Arab towns and villages built in and on the sides of mountains. And there was snow—snow in the Sahara—on the high peaks.

This was the area that made the French Foreign Legion famous. The planes flew near a tiny scorched oasis in the westernmost desert corner of Algeria where Morocco, Mauritania and Spanish Rio de Oro meet. "Beau Geste", the famous book written by Percival C. Wren and film that glamorized the French Foreign Legion, was laid there. It was an important but isolated French Air Forces link used by our Air Transport Command.

Marrakech was sighted after flying almost fourteen hundred miles. The second largest city in French held Morocco, it was a major air terminus for planes arriving from and taking off for England and America. An oasis in the desert it was dotted with tangerine and olive groves, and bomb craters pock-marked the earth around the field. It had been heavily bombed during Allied landings in North Africa. The sun shone brilliantly and it was extremely difficult to judge the altitude of the plane against the brown earth. Planes



MARRAKECH, MORROCO—THE NATIVE QUARTER WITH ITS INTRICATE PATTERN OF BUILDINGS.

landed, and the crews stood in the shade of the wings until the trucks came out to take them to operations. The desert in this section was coarse brown rock and the high mountains to the south of the field reminded one of Tucson or Denver.

The airfield had been a French base before the invasion—along the lines of Randolph Field, The U. S. "West Point of the Air". The mess was part of a hangar and was equipped with light wooden tables and benches, with Italian prisoners who seemed to enjoy the work serving as K. P.s. Crews were billeted near a native village and in the early morning the inhabitants would come out of their clay abodes and pray to Allah.

Sightseers visiting the city saw a strange contrast—Marrakech, the French city, looked like a portion of the World's Fair with its ultra-modern buildings while the Medina, the native section, looked like a page from "Arabian Nights". It was an exotic setting with strange people.

The American Red Cross had a rendezvous for soldiers in a building erected by the French government as a casino before the war. It was intended to make Marrakech a rich man's winter playground. The fellows went to the movies there and sat in the private box of the Pasha of Marrakech.

Medina, the native quarter, was a line of jam-packed buildings. The place was crowded, and the dirty, narrow streets were lined with beggars and small shops. In contrast was the Sultan's palace—tiles, jewels, gardens and parks.

During this time some of the fellows borrowed jeeps and drove to Casablanca. As a G. I. somewhere said, "This is the sight-seeingest war that ever was."

Rumors were in the air that big doings were on. The Group ran into one of the war's greatest rumors. When our planes landed at Marrakech, there was talk of C-87s landing in the dark of night, refueling and taking off without the passengers, supposedly Roosevelt and Churchill, debarking. Other rumors floated in from Casablanca and Oran that a German mission headed by Nazi Foreign Minister Joachim von Ribbentrop had arrived in North Africa to discuss peace terms. When the last of the Group's planes arrived in England all hands were immediately warned about secrecy and cautioned not to mention anything that had been seen or heard in Africa. Months later, after an investigation by newspapermen, the facts came to light.

Early in November when the first planes of the 446th arrived in Marrakech, captured German officers were brought to Algiers from Italy by plane. They were seen at the airfield. Within a few hours the story that German officers had arrived was circulating through the area.

At the same time Prime Minister Churchill and President Roosevelt were en route to the Cairo Conference. Their trip was officially secret but apparently was known to everyone in North Africa. It took only a slight imagination and a good session in the latrine to link the two stories and come out with one of the hottest rumors of the war—that the German General Staff was going to Cairo to meet with Roosevelt and Churchill.

After a short stay waiting for good weather the planes took off for St. Mawgan, England. At the briefing the crews were warned of JU-88's and Dornier 217s that patrolled off the Brest Penisula. It was on this leg that some of the crews experienced the most exciting part of the trip—sighting the Scilly Islands and turning—hoping for England. It would have been so easy to turn short and hit the Brest Penisula. One crew did. They were shot down by German anti-aircraft batteries and enemy fighters. On the way up from Marrakech, Captain Ekrem's ship was jumped by a FW-189 and three JU-88's. They made several passes and Ekrem hit the deck. His ship suffered damage from 20mm shells.

Jerry had given the 446th a warm welcome to the ETO.

STATION 125

The ground echelon had been at the base for two weeks when the airmen flew in. Perhaps those who were most excited by the appearance of the dark, camouflaged Libs in the skies above them were the personnel of the units which had preceded the Group to the field. They had never before seen the bombers they were to serve so well. The planes banked sharply and came in low over the deer park at Flixton Hall. They gave an exhibition of fancy flying at dangerously low altitudes.

Men and barracks bags were dumped unceremoniously onto living sites; their arrival looked like an invasion of GIs into Robin Hood's Sherwood Forest.

The season of MUD had set in. The roads were encrusted with mire and through this slogged the combat men wearing their flying boots. They slogged into the mess halls, the aero club and the officer's club. An air of informality seemed to be the keynote — a careless and laughing approach to the serious propositions that war offers. They walked with their hands in their pockets. Their heads were in the clouds.

They even brought this air of casualness into the combat training program which was set up. The men tried to accustom themselves to the meteorological grab-bag that Britain presented. Veterans from the 93rd came over to give lessons and to tell their grim tales. Even this did nothing to change the easy demeanor of the men. The 93rd fellows said: "They ask us how it is over there, and there's nothing to say to a question like that except that it is plain hell. They laugh right in our faces. They'll have to learn for themselves like everybody else does. They'll see."

Our first pilots flew as co-pilots on missions with the 93rd. They were the first in the Group who saw how things really were. A red headed lieutenant climbed on the site bus one day. Somebody asked him: "Where were you yesterday, Bob?"

The Lieutenant smiled: "I went over with the 93rd."

"Yeah? How'd you like it?"

The Lieutenant grinned and uttered an obscenity.

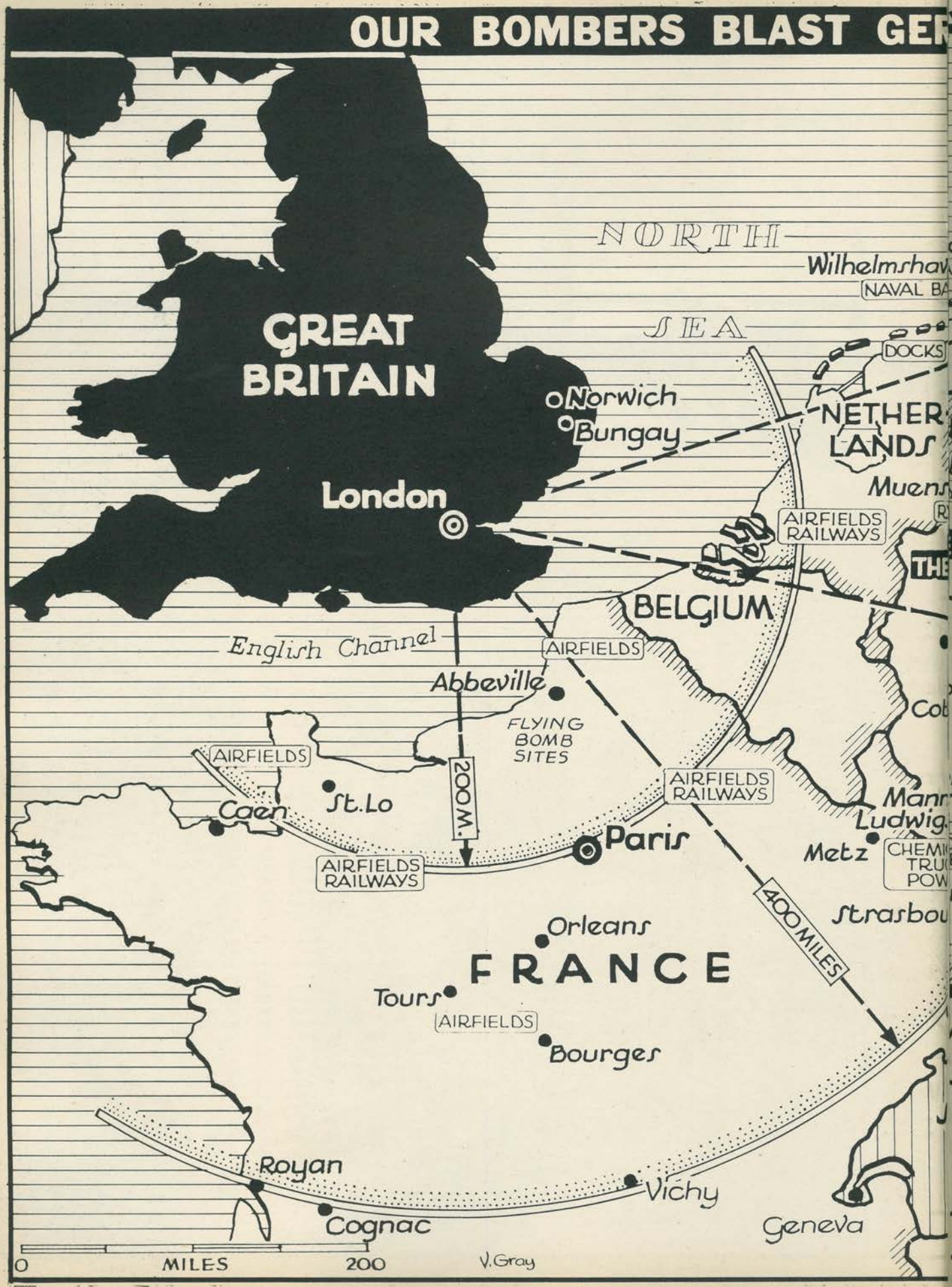
OUR HOME—FROM THE AIR IT LOOKED LIKE ANY OTHER FIELD WHICH DOTTED BRITAIN'S LITTLE ISLE.

BLOOD, SWEAT AND — MUD!

273 MISSIONS

1.	Bremen	16-12-43
2.	Bremen	20-12-43
3.	Osnabruck	22-12-43
4.	No Ball	24-12-43
5.	Ludwigshaven	30-12-43
6.	Cognac A/F	31-12-43
7.	Kiel	4- 1-44
8.	Kiel	5- 1-44
9.	Ludwigshaven	7- 1-44
10.	Brunswick	11- 1-44
11.	No Ball	14- 1-44
12.	No Ball	21- 1-44
13.	No Ball	28- 1-44
14.	Frankfurt	29- 1-44
15.	Brunswick	30- 1-44
16.	Siracourt	31- 1-44
17.	Russelsheim	4- 2-44
18.	Tours A/F	5- 2-44
19.	No Ball	6- 2-44
20.	No Ball	8- 2-44
21.	Gilze Rijon	10- 2-44
22.	No Ball	11- 2-44
23.	No Ball	13- 2-44
24.	Gotha	20- 2-44
25.	Handorf A/F	21- 2-44
26.	Gotha	22- 2-44
27.	Gotha	24- 2-44
28.	Furth	25- 2-44
29.	No Ball	28- 2-44
30.	Frankfurt	2- 3-44
31.	Germandorf	3- 3-44
32.	Mont de Marsan	5- 3-44
33.	Genshagen	6- 3-44
34.	Berlin (Erkner)	8- 3-44
35.	Brandenburg	9- 3-44
36.	No Ball	11- 3-44
37.	No Ball	13- 3-44
38.	Friedrickshaven	16- 3-44
39.	Friedrickshaven	18- 3-44
40.	Frankfurt	20- 3-44
41.	Berlin	22- 3-44
42.	Handorf	23- 3-44
43.	Nancy Essey	24- 3-44
44.	No Ball	29- 3-44
45.	Ludwigshaven	1- 4-44
46.	No Ball	6- 4-44
47.	Brunswick	8- 4-44
48.	Tutow	9- 4-44
49.	Bourges	10- 4-44
50.	Bernburg	11- 4-44
51.	Oberpfaffenhofen	13- 4-44
52.	Rathenow	18- 4-44
53.	No Ball	18- 4-44
54.	Gutersloh	19- 4-44
55.	No Ball	20- 4-44
56.	Hamm	22- 4-44
57.	Gablingen	24- 4-44
58.	Mannheim	25- 4-44
59.	Paderborn	26- 4-44
60.	No Ball	27- 4-44
61.	Blainville	27- 4-44
62.	Berlin	29- 4-44
63.	No Ball	1- 5-44
64.	Brussels	1- 5-44
65.	No Ball	6- 5-44
66.	Munster	7- 5-44
67.	Brunswick	8- 5-44
68.	Liege	9- 5-44
69.	Mulhouse	11- 5-44
70.	Bohlen	12- 5-44
71.	Tutow	13- 5-44
72.	Brunswick	19- 5-44
73.	Reims A/F	20-5-44
74.	Orleans/Bricey A/F	23-5-44
75.	Orly A/F	24- 5-44
76.	Mulhouse	25- 5-44
77.	Fecamp	27- 5-44
78.	Konz Karthaus	27- 5-44
79.	Merseburg-Zeitz	28- 5-44
80.	Tutow	29- 5-44
81.	Rotenburg	30- 5-44
82.	Longwy	31- 5-44
83.	No Ball	2- 6-44
84.	Berk Sur Mer	3- 6-44
85.	Sangatte	4- 6-44
86.	Calais	5- 6-44
87.	Pt. de la Percee	6- 6-44
88.	Coutances	6- 6-44
89.	St. Lo	6- 6-44
90.	St. Lo	6- 6-44
91.	Alencon	7- 6-44
92.	Gainville	8- 6-44
93.	Wineroux	10- 6-44
94.	Viscounte Sur Rance	11- 6-44
95.	Beaumont A/F	11- 6-44
96.	Ploermel Rennes A/F	12- 6-44
97.	Conches A/F	12- 6-44
98.	Orleans/Bricey A/F	14- 6-44
99.	Tours R/R Bridge	15- 6-44
100.	Renescure Sautrecourt	16- 6-44
101.	Laval A/F	17- 6-44
102.	Hamburg	18- 6-44
103.	Watten	18- 6-44
104.	Haute Cote	19- 6-44
105.	Politz	20- 6-44
106.	Siracourt	20- 6-44
107.	Berlin	21- 6-44
108.	Siracourt	21- 6-44
109.	Buc A/ F	22- 6-44
110.	Conches	24- 6-44
111.	Haute Cote	24- 6-44
112.	Boulogne	25- 6-44
113.	Saarbrucken	28- 6-44
114.	Bernburg	29- 6-44
115.	Crepy	2- 7-44
116.	Foret de Lisle	5- 7-44
117.	Sully Sur Loire	6- 7-44
118.	Hamm Sur Somme	8- 7-44
119.	Munich	11- 7-44
120.	Munich	12- 7-44
121.	Saarbrucken	13- 7-44
122.	Saarbrucken	16- 7-44
123.	Rilly la Montague	17- 7-44
124.	Caen	18- 7-44
125.	Strasbourg	19- 7-44
126.	Eisenach	20- 7-44
127.	German T/O's	21- 7-44
128.	Granville	24- 7-44
129.	St. Lo	25- 7-44
130.	Rilly la Montague	28- 7-44
131.	Bremen	29- 7-44
132.	Ludwigshaven	31- 7-44
133.	Melun Orleans	1- 8-44
134.	Peronne	2- 8-44
135.	Couchette (Douai)	3- 8-44
136.	Rostock	4- 8-44
137.	Fallersleben	5- 8-44
138.	Kiel	6- 8-44
139.	Brussels	7- 8-44
140.	Laon Britigny	8- 8-44
141.	Joigny la Roche	10- 8-44
142.	Coulommiers	11- 8-44
143.	Laon Couvron A/F	12-8-44
144.	Brionne Area	13- 8-44
145.	Dijon Longvic A/F	14- 8-44
146.	Plantlunne	15- 8-44
147.	Magdeburg	16- 8-44
148.	Brunswick	24- 8-44
149.	Rostock	25- 8-44
150.	Ludwigshaven	26- 8-44
151.	Berlin	27- 8-44
152.	Heilbronn	10- 9-44
153.	Kiel	12- 9-44
154.	Ulm	13- 9-44
155.	Groesbeck	18- 9-44
156.	Koblenz	21- 9-44
157.	Kassel	22- 9-44
158.	Koblenz	25- 9-44
159.	Hamm	26- 9-44
160.	Kassel	27- 9-44
161.	Kassel	28- 9-44
162.	Hamm	30- 9-44
163.	Hamm	2-10-44
164.	Lachen Speyerdorf	3-10-44
165.	Lippstadt	5-10-44
166.	Hamburg	6-10-44
167.	Clauthal	7-10-44
168.	Koblenz	9-10-44
169.	Osnabruck	12-10-44
170.	Cologne	14-10-44
171.	Cologne	15-10-44
172.	Cologne	17-10-44
173.	Mainz	19-10-44
174.	Hamm	22-10-44
175.	Neumunster	25-10-44
176.	Minden	26-10-44
177.	Hamburg	30-10-44
178.	Castrop	2-11-44
179.	Misburg	4-11-44
180.	Karlsruhe	5-11-44
181.	Minden	6-11-44
182.	Sterkrade	6-11-44
183.	Metz Tactical	9-11-44
184.	Hanau A/F	10-11-44
185.	Bottrop	11-11-44
186.	Hamburg	21-11-44
187.	Bingen	25-11-44
188.	Bielefeld	26-11-44
189.	Bielefeld	29-11-44
190.	Neunkirchen	30-11-44
191.	Bingen	2-12-44
192.	Koblenz	4-12-44
193.	Minden	6-12-44
194.	Bingen	10-12-44
195.	Maximiliansau	11-12-44
196.	Hanau	12-12-44
197.	Kyllburg	19-12-44
198.	Ahrweiler	24-12-44
199.	Murlenbach	25-12-44
200.	Sinzig	26-12-44
201.	Kaiserslautern	27-12-44
202.	Bullay	28-12-44
203.	Heimbach	29-12-44
204.	Mechernich	30-12-44
205.	Remagen	31-12-44
206.	Andernach	1- 1-45
207.	Neunkirchen	3- 1-45
208.	Pirmasens	5- 1-45
209.	Rastatt	7- 1-45
210.	Clervaux	8- 1-45
211.	Worms	13- 1-45
212.	Hallendorf	14- 1-45
213.	Reutlingen	15- 1-45
214.	Ruhland	16- 1-45
215.	Heilbronn	21 1-45
216.	Munster	29- 1-45
217.	Brunswick	31- 1-45
218.	Magdeburg	3- 2-45
219.	Magdeburg	6- 2-45
220.	Magdeburg	9- 2-45
221.	Magdeburg	14- 2-45
222.	Magdeburg	15- 2-45
223.	Osnabruck	16- 2-45
224.	Siegen	19- 2-45
225.	Nurnberg	21- 2-45
226.	Northeim	22- 2-45
227.	Osnabruck	23- 2-45
228.	Hanover-Misburg	24- 2-45
229.	Aschaffenburg	25- 2-45
230.	Berlin	26- 2-45
231.	Halle	27- 2-45
232.	Meschede	28- 2-45
233.	Augsburg	1- 3-45
234.	Magdeburg	2- 3-45
235.	Magdeburg	3- 3-45
236.	Donaueschingen	4- 3-45
237.	Hamburg	5- 3-45
238.	Bielefeld	7- 3-45
239.	Betzdorf	8- 3-45
240.	Rheine	9- 3-45
241.	Paderborn	10- 3-45
242.	Kiel	11- 3-45
243.	Swinemunde	12- 3-45
244.	Giessen	14- 3-45
245.	Zessen	15- 3-45
246.	Hanover	17- 3-45
247.	Henningsdorf	18- 3-45
248.	Baumenheim	19- 3-45
249.	Heminstedt	20- 3-45
250.	Ahlorn	21- 3-45
251.	Essen	21- 3-45
252.	Kitzingen	22- 3-45
253.	Munster	23- 3-45
254.	Wesel	24- 3-45
255.	Stormede	24- 3-45
256.	Wilhelmshafen	30- 3-45
257.	Stedor	31- 3-45
258.	Wesendorf	4- 4-45
259.	Bayreuth	5- 4-45
260.	Halle	6- 4-45
261.	Duneberg	7- 4-45
262.	Roth	8- 4-45
263.	Landsberg	9- 4-45
264.	Rechlin	10- 4-45
265.	Regensberg	11- 4-45
266.	Royan	14- 4-45
267.	Royan	15- 4-45
268.	Landshut	16- 4-45
269.	Kladno	17- 4-45
270.	Passau	18- 4-45
271.	Muhldorf	20- 4-45
272.	Salzburg	21- 4-45
273.	Salzburg	25- 4-45

THE 446TH OVER TOURS, FRANCE


OUR BOMBERS BLAST GER
NORTH
SEA
Wilhelmshav
NAVAL BA
DOCKS
GREAT BRITAIN
Norwich
Bungay
London
NETHER LANDS
Muens
AIRFIELDS RAILWAYS
BELGIUM
English Channel
AIRFIELDS
Abbeville
FLYING BOMB SITES
AIRFIELDS
200 M.
Caen
St.Lo
AIRFIELDS RAILWAYS
Paris
AIRFIELDS RAILWAYS
Ludwig
Metz
400 MILES
Strasbou
Orleans
FRANCE
Tours
AIRFIELDS
Bourges
Royan
Vichy
Cognac
Geneva
0
MILES
200
V.Gray

RMANY'S INDUSTRIAL VITALS
Copenhagen
BALTIC SEA
DENMARK
800 MILES
Kiel
NAVAL BASE
Rostock
Swinemunde
Politz
Hamburg
HEAVY IND. DOCKS
Bremen
U-BOAT BASE HEAVY IND.
Berlin
ELECTRICAL IND. LOCOMOTIVES AIRCRAFT
POLAND
Hanover
RUBBER-CHEMICALS
Brunswick
Bielefeld
HEAVY IND. CHEMICALS COAL-OIL
RUHR
GERMANY
Magdeburg
Kassel
LOCOMOTIVES AIRCRAFT
Landshut
Cologne
RUBBER-CHEMICALS
600 MILES
Frankfort
DOCKS-LIGHT IND.
Prague
Kladno
CZECHO-SLOVAKIA
Nuremberg
ELECTRICAL IND.
Regensburg
Vienna
Augsburg
Munich
LIGHT IND.-RY'S.
Mulhouse
Friedrichshafen
AIRCRAFT ARMS
Salzburg
AUSTRIA
HUNGARY
WITZER-LAND
BRENNER PASS
ITALY

TAKE-OFF—AN ALL-OUT RAID AGAINST HITLER'S FORTRESS EUROPE.

COMBAT — 273 MISSIONS

LONDON, December 16th—A communique issued by United States Headquarters for the European Theatre of Operations:

"Large formations of United States Eighth Air Force Flying Fortresses and Liberators, escorted by Thunderbolts and Lightnings, attacked targets in northeast Germany today. Sixteen enemy aircraft were destroyed, two by fighters. From this operation, eleven bombers and one fighter are missing."

That was the way it read in the following morning's newspapers.

December 16, 1943! That was the day! American papers told of a big air assault on the Balkans; Churchill caught another cold; Fats Waller died, and a book called "Target: Germany" was being shipped to England for the boys overseas; "Stars and Stripes" reported ice cream sodas would soon appear in the ETO, and told of a wife who stole draft board data to keep her hubby a civilian—but to the men of the 446th it was the day the Group came of age. The men were about to do a job they had been after for months —to bomb Germany.

The Group had been alerted the previous night. At 0230 the next morning the crews were awakened, had their breakfast and reported to the Briefing Room.

The room was crowded that morning. Row after row of men sat anxiously awaiting news of their first target. Some laughed nervously, some smoked, while others sat thinking seriously of the business of the day. The white screen was drawn, and red string taped to the large map of Europe on the wall indicated the target for the day.

The target—BREMEN!

Bremen—second to Hamburg as Germany's largest port—the area perhaps first in U-boat building. An important transport center with large marshalling yards, it fed through all of Germany. Bremen—a rough one for the first mission. Back in the States the men had been told a few easy ones would be flown before hitting the "big league".

Captain Kuhn, Group Operations Officer, was the first to speak. He gave the target and operational data. Then came the Intelligence Officer. He gave the course, referring to the map on the wall. "You'll pick up your escort here—you can expect flak here—the Luftwaffe can throw up 100 single-engine fighters—if you are forced down—" Enemy fighters, flak, prisoners of war—this was the big league on the first mission.

The Weather Officer followed. He had his charts and explained that there would *be* thick clouds all the way. The Communications Officer said a few words but mostly for the benefit of the radio operators. Then Operations returned and gave the time of take-off, forming, etc.

The Group took off at 0830, flying the high group in a three group combat wing. It formed and climbed without trouble, and saw a little flak as it passed Heligoland before crossing the coast going in. The target was reached and the bombs dropped. More than 500 Forts and Libs escorted by P-47's, 38's, and 51's dropped over 1500 tons of bombs in less than twenty minutes.

Colonel Brogger led the Group on its first mission, flying in the lead plane piloted by Lt. Cole of the 704th.

Black smoke climbed nearly 7,000 feet into the skies above Bremen as the Group turned to leave the target area. Smoke billowing through the overcast could be seen for fifty miles. The camera boys brought

CONTRAILS — FORMATIONS CHURN UP VAPOR TRAILS AS THEY HEAD TOWARD GERMANY.

back reconnaissance shots showing the results of the day's work—tremendous fires were raging in the city and columns of smoke were rising above the Nazis' shipbuilding capital. Photos taken about an hour after the bombers had done their work showed fires burning in the port area, and the railway yards of the port areas and in and around Bremen's main ship repair yard, workshops, and other installations with several buildings completely destroyed. The industrial sector of eastern Bremen was severely damaged and two or three factories of the armored vehicle works in the area were burning.

Sixteen enemy fighters were destroyed, fourteen by heavy bombers and two by escorting Thunderbolts and Lightnings. Only fifty German interceptors attacked the formations that day—seven of the 446th planes reported attacks after leaving the target area. The anti-aircraft fire was reported as being heavier than anything Eighth Air Force crews had encountered since the bombing of Kiel back in June.

It was the third large-scale American assault on Germany within six days and the fifth major attack in December.

The clouds hung dark and low as the planes returned to base. The ceiling necessitated an instrument let-down, and nearly all gas gauges registered empty. The ground crews stood in little bunches in the dispersals and along the perimeter sweating the boys in from their first mission.

Four Libs got down before a Fortress came in over the top of the trees and came down against the flares. The pilot managed a perfect three-point landing although numbers three and four engines were out. He could not taxi off, so the main runway was closed as the 707th's Lt. Walker in "Sittin Bull" was making his final approach to the main runway. He tried to pull up after the tower fired several red flares but he was out of gas and had to come in. He landed on the undercarriage. The plane went off the runway, tore across the grass and more runway and came to a stop after it hit a large stump and tore off the undercarriage. All the crew jumped out except the co-pilot. He just cussed a blue streak, saw the Chaplain standing nearby, bid him the time of the day, and went back to cussing.

Another ship ran out of gas and piled up in a pasture just short of the field.

The 446th had come of age.

Wrecking the Reich—The sky over Germany as bombers brave flak and fighters to complete their mission.

HECTIC HOURS — A Typical Mission Day

We were stationed in a pleasant farming section of Englahd. The scene was indeed rural and peaceful with cattle grazing near our planes and chickens and ducks scurrying about the base. But the picture changed when the Group was alerted for a mission. Along about ten o'clock at night the Tannoy would blare, "All Ordnance and Armament men report to their quarters immediately." They were to report to the line to start work on loading the bombs. The operations and intelligence men would be preparing the material for the briefing.

Along about two in the morning the camp was buzzing with activity. The bombs were being loaded, the crews were rushing off to chow and then up to the briefing room. Flashlights blinked in the darkness and trucks, barely visible with their blackout lights biting into the mist, roared around the perimeter.

The crews were taken out to the dispersal areas where their ships were being preflighted and made ready to take off. Before long the planes would be taxiing out and lining up at the head of the runway. The control tower would give the signal for take-off and the lead ship would be racing down the runway, followed by another and another.

The sky was usually streaked with vapor trails of other Groups already forming. Our planes would gain altitude and the sky would be full of Libs and Forts. The "Buzz boys" moving forward to rendezvous with the bombers would roar along at tree-top level. Before long swarms of planes would be heading for the coast. A rough day for Herr Hitler!—

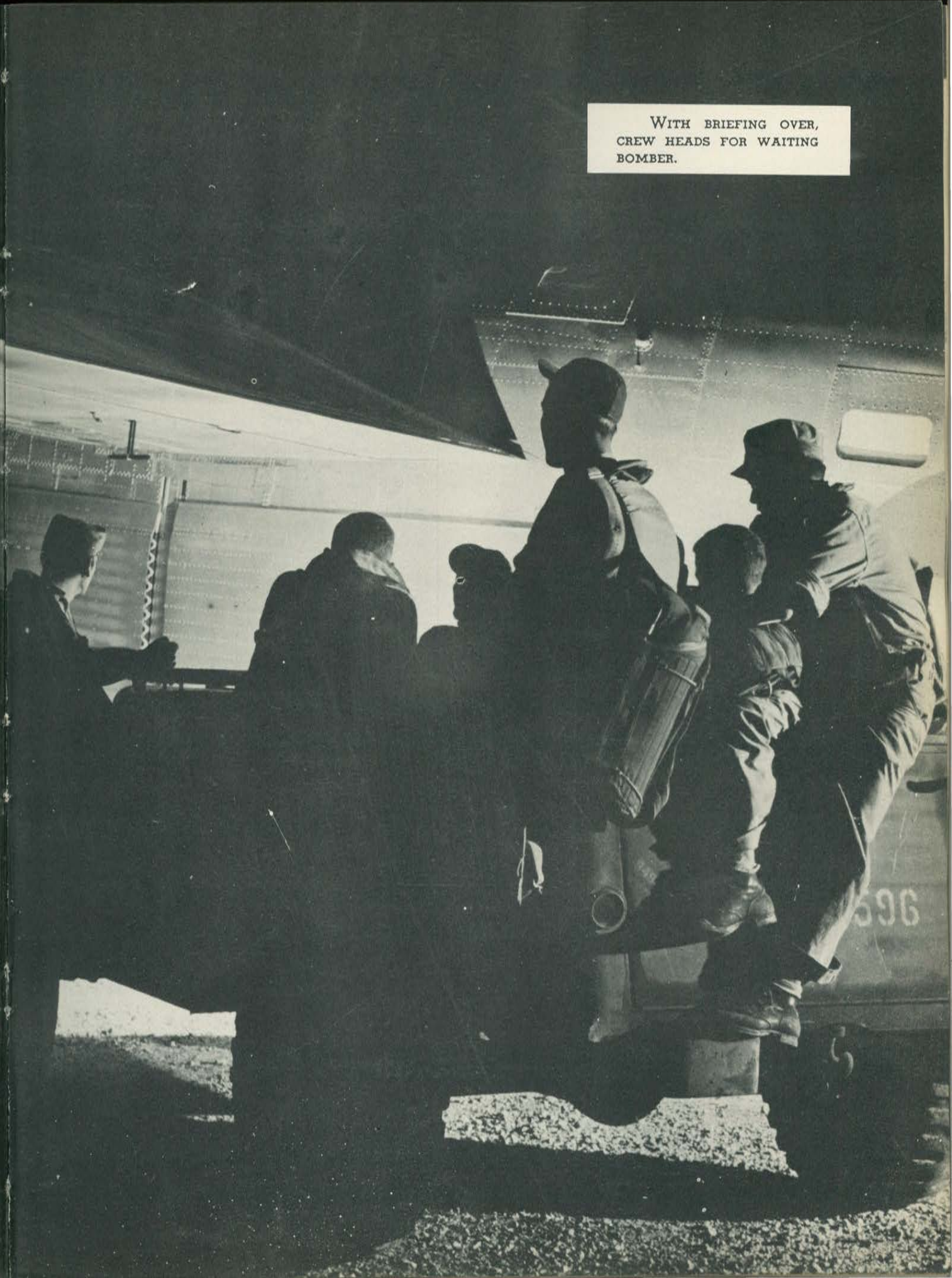
Our ships would return late in the afternoon. Every eye would scan the sky counting the planes, and as they'd peel off to come in, they were eagerly checked off. "Worrybird", "Ronnie", "Tar Heel Baby", and so it went until the last ship hit the ground. All back!

The crews then were hustled to the interrogation room where the Intelligence Officers pieced their stories together. "It was like riding the roller coaster at Coney Island," a waist gunner would report. A squadron C. O. would say, "It was very cold up there, which made it rough on everybody. And the flak and fighters didn't help."

After the interrogation it would be a race to get the site bus and down to chow. After that it was back to the sack to get ready for the next day.

SLEEPY CREWS HAVE A TWO A. M. BREAKFAST.

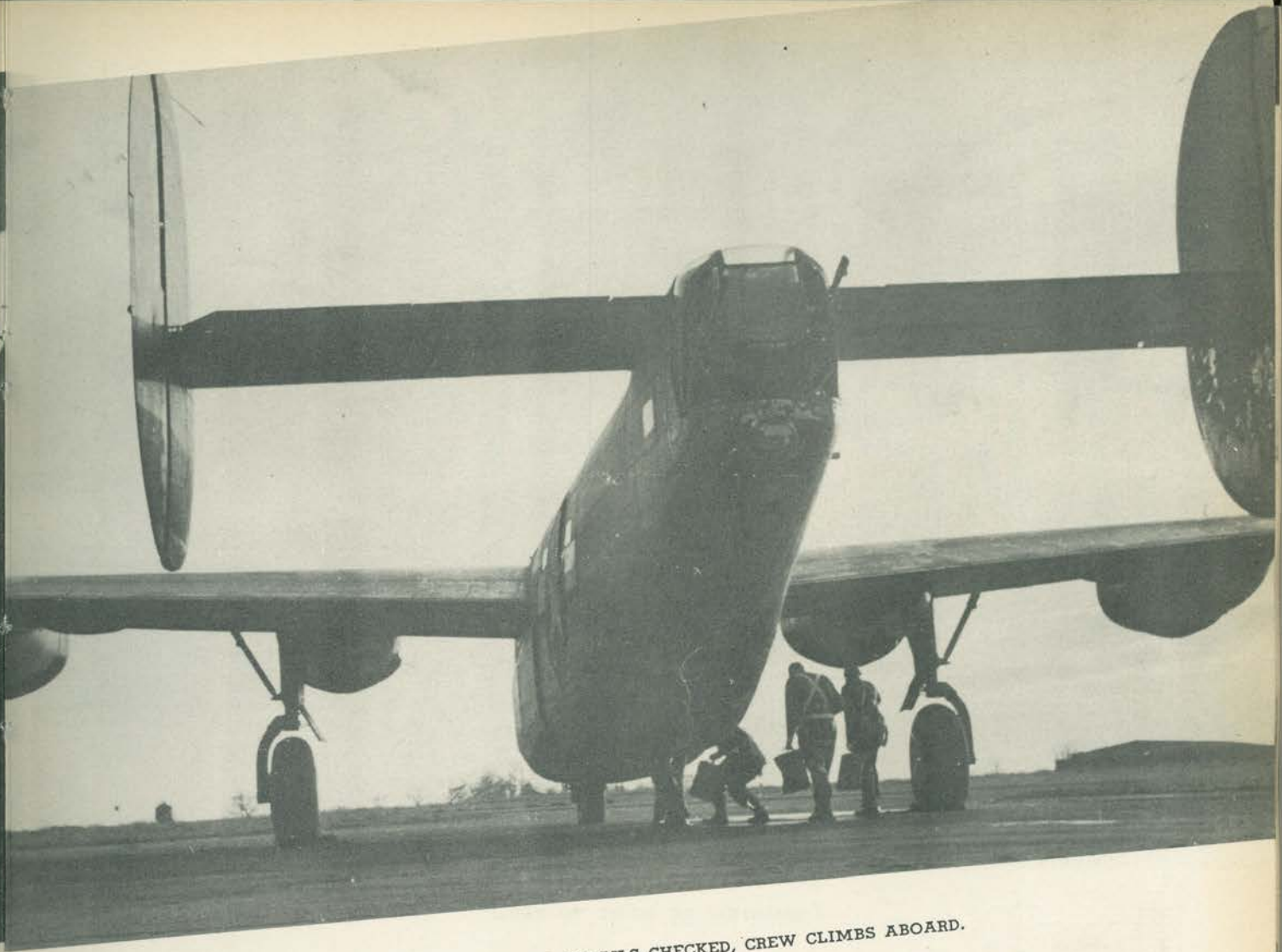
BRIEFING TIME—EMPTYING POCKETS AND CLIMBING INTO FLYING GEAR.



WITH BRIEFING OVER, CREW HEADS FOR WAITING BOMBER.

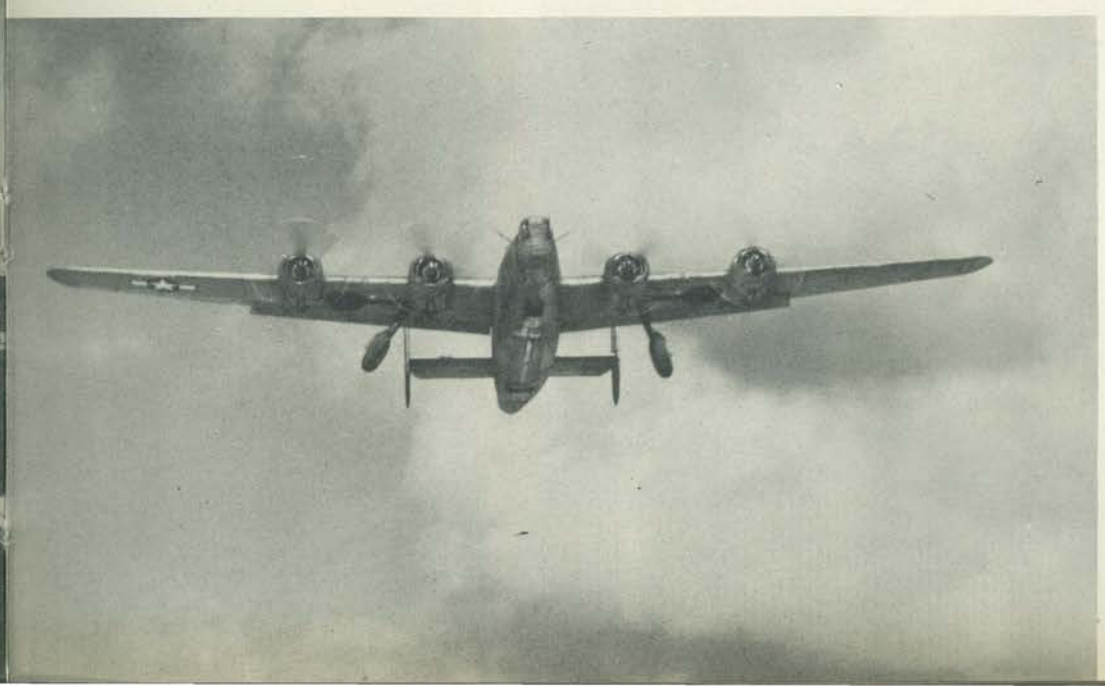
CHAPLAIN'S BLESSING

LINING UP BEFORE TAKE-OFF.



LAST MINUTE DETAILS CHECKED, CREW CLIMBS ABOARD.

AIRBORNE—THE LEAD SHIP LEAVES THE RUNWAY.

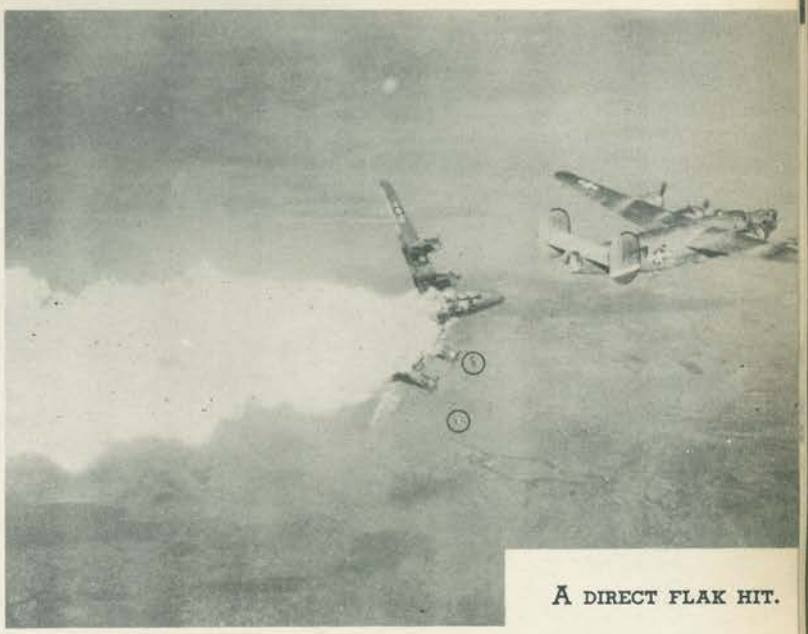


Formation en route to target.

Bombs Away!

EYES PEELED FOR NAZI FIGHTERS—WAIST GUNNERS ON THE ALERT.

THEY DIDN'T ALL COME BACK



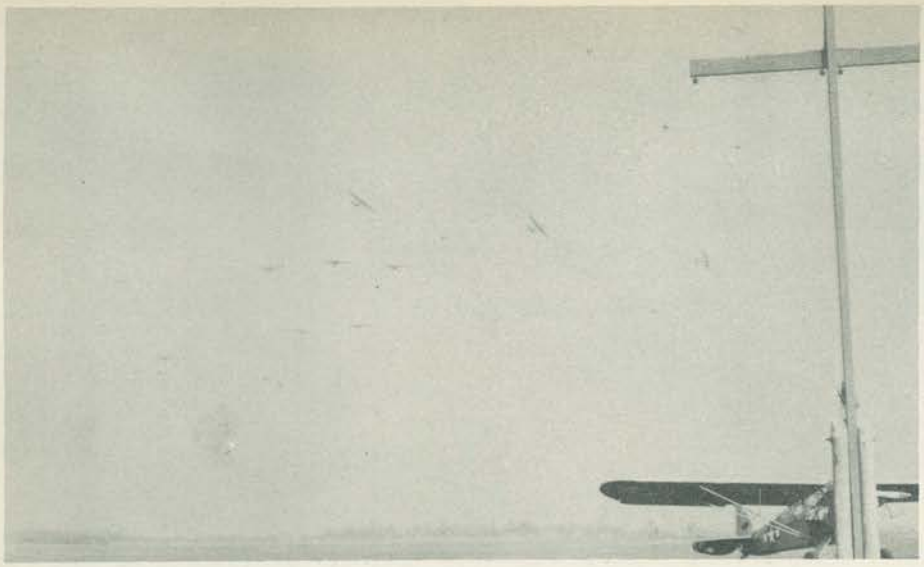
A DIRECT FLAK HIT.

DITCHED IN THE NORTH SEA.

A CRASH IN FRANCE.

LEAVING THE TARGET IN FLAMES, THE FORMATION HEADS HOMEWARD.

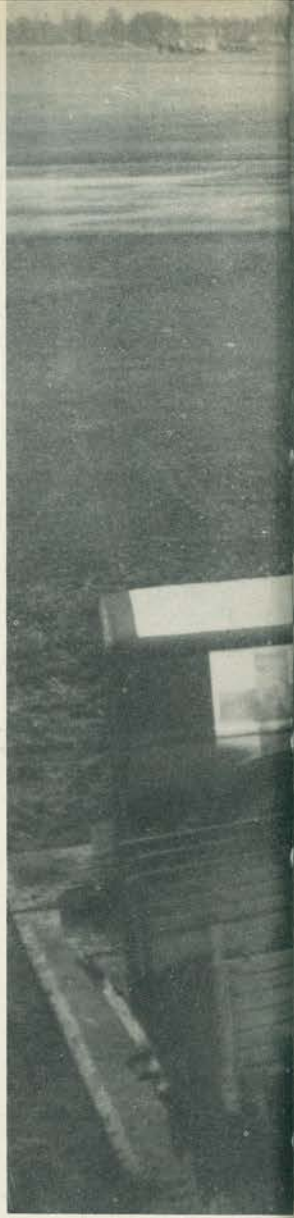
WITH THE COAST OF ENGLAND ALMOST IN SIGHT, LIBS PASS OVER HOLLAND.



HOME AFTER EIGHT HOURS IN THE AIR

FLYING FORMATION, PLANES PEEL OFF AND LAND.

"SWEATING 'EM IN"



WOUNDED MEN ARE CARED FOR BY THE MEDICS.

"A ROUGH ONE"—CREWS CHECK BATTLE DAMAGE AND TELL FELLOWS WHO STAYED BEHIND ABOUT THE MISSION.

THE DAY ALMOST OVER, CREWS AWAIT TRANSPORTATION TO INTERROGATION.

THE FORTS RETURN AFTER A LONG HAUL INTO GERMANY.

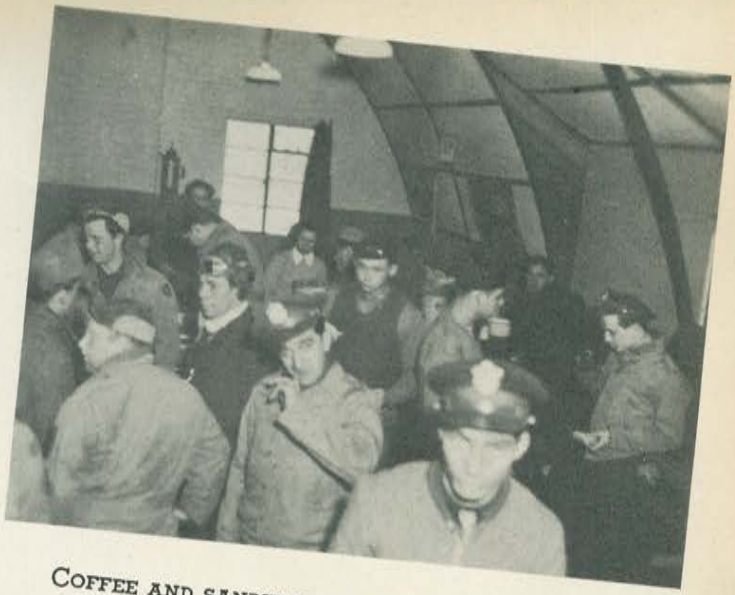
TOUR COMPLETED "PEARSON'S PALS" CELEBRATE.

THE "BIRD'S" WORRIES ARE OVER FOR ANOTHER DAY.

FLAK DAMAGE—A DIRECT HIT ON THE BALL TURRET.

GROUND CREWS INSPECT FLAK DAMAGE.

CARRYING GEAR TO LOCKER ROOM.



COFFEE AND SANDWICHES BEFORE INTERROGATION.

INTELLIGENCE OFFICERS RECORD THE STORY OF THE MISSION.

LEAD CREW INTERROGATION

THE FORMATION COMMANDER AND CREW MEMBERS ARE QUESTIONED BY THE COMMANDING OFFICER AND MEMBERS OF HIS STAFF.

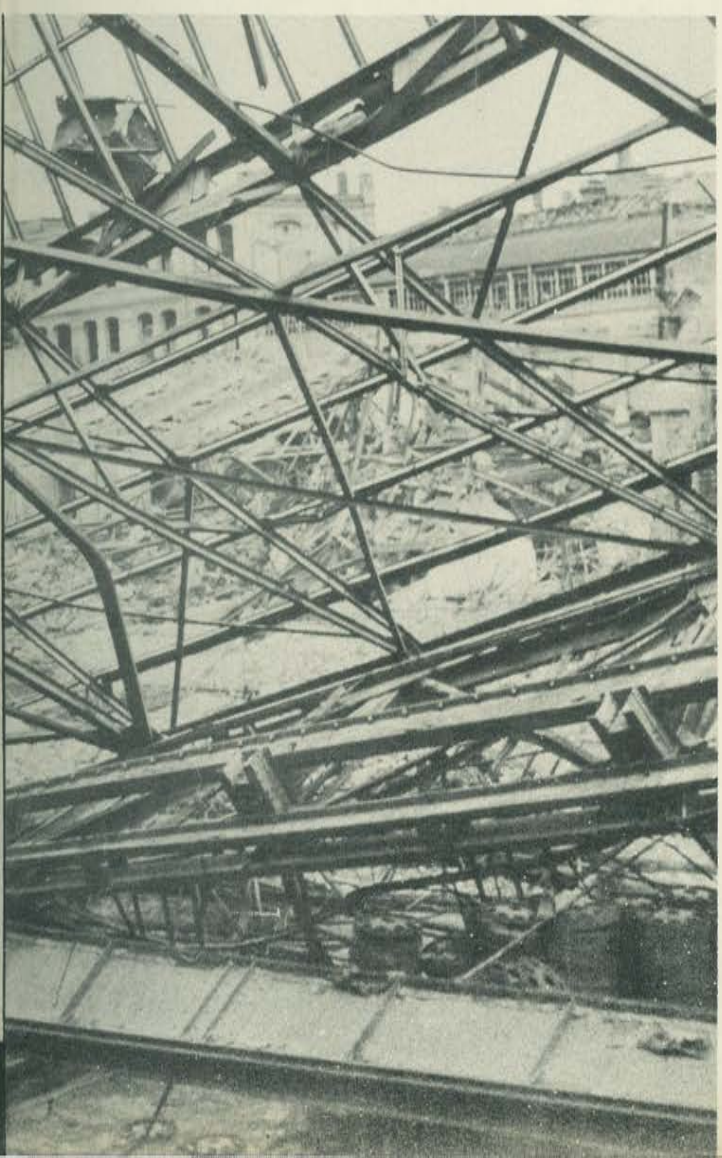
Our Targets

Kiel

CLOUDS OF SMOKE RISE FROM GERMANY'S BOMB-BATTERED PORT

Frankfurt

TWISTED GIRDERS IN DESTROYED INDUSTRIAL CENTER.



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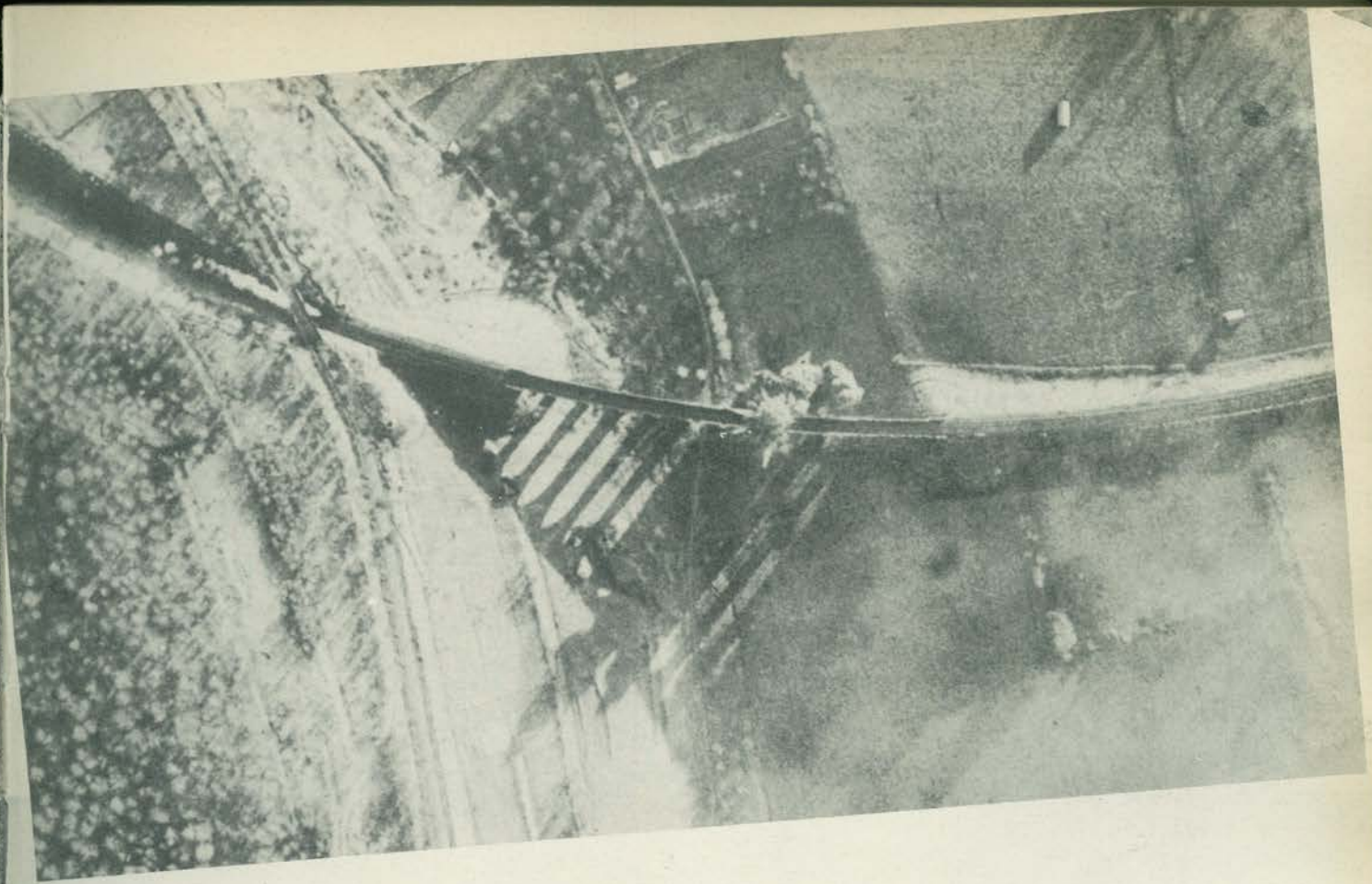


One day after a few weeks of operations, five aircraft of the Group bombed a railroad bridge south of Amiens, France. Lt. Frank J. Jordan of Detroit, Michigan flew as lead bombardier of the section. Photos showed a burst squarely on the trestle with a train bearing down apparently too close to stop. This Axis "Casey Jones" was written by an Air Forces officer

AIR vs RAIL

We're a-goin' to tell you, in explosive tones,
An Axis version of "Casey Jones".
On the fourteenth of January '44
A train crew learned about the B-24.

The engineer mounted to the cabin,
Amiens to Rouen, orders in his hand,
The engineer mounted to the cabin,
Took a farewell trip to the promised land.

At 20 miles an hour, comin' round the bend,
The train steamed on to its journey's end.
Just north of Poix, as on it sped,
There were five big bombers overhead.

Smack on the viaduct, nom du nom!
The train was a-facin' a quarter-ton bomb.
It was only one of a hundred and eight
That fell without warning around that freight.

The bombs were precisely on the beam
And then the brakes began to scream,
The engineer shuddered, the fireman too,
Even the whistle blew "Sacre blue!"

The engineer can't turn and go back,
If he stops too soon he will jump the track,
And look at those bomb bursts up ahead,
If he doesn't think fast they will all be dead.

That's about all there is, except for the five B-24s this was a target of opportunity. Subsequent reconnaissance did not reveal the fate of the train. The engineer might have been able to stop, but his predicament points up one advantage a plane has over a train:

You can have good brakes and lots of traction,
But a train can't take evasive action.

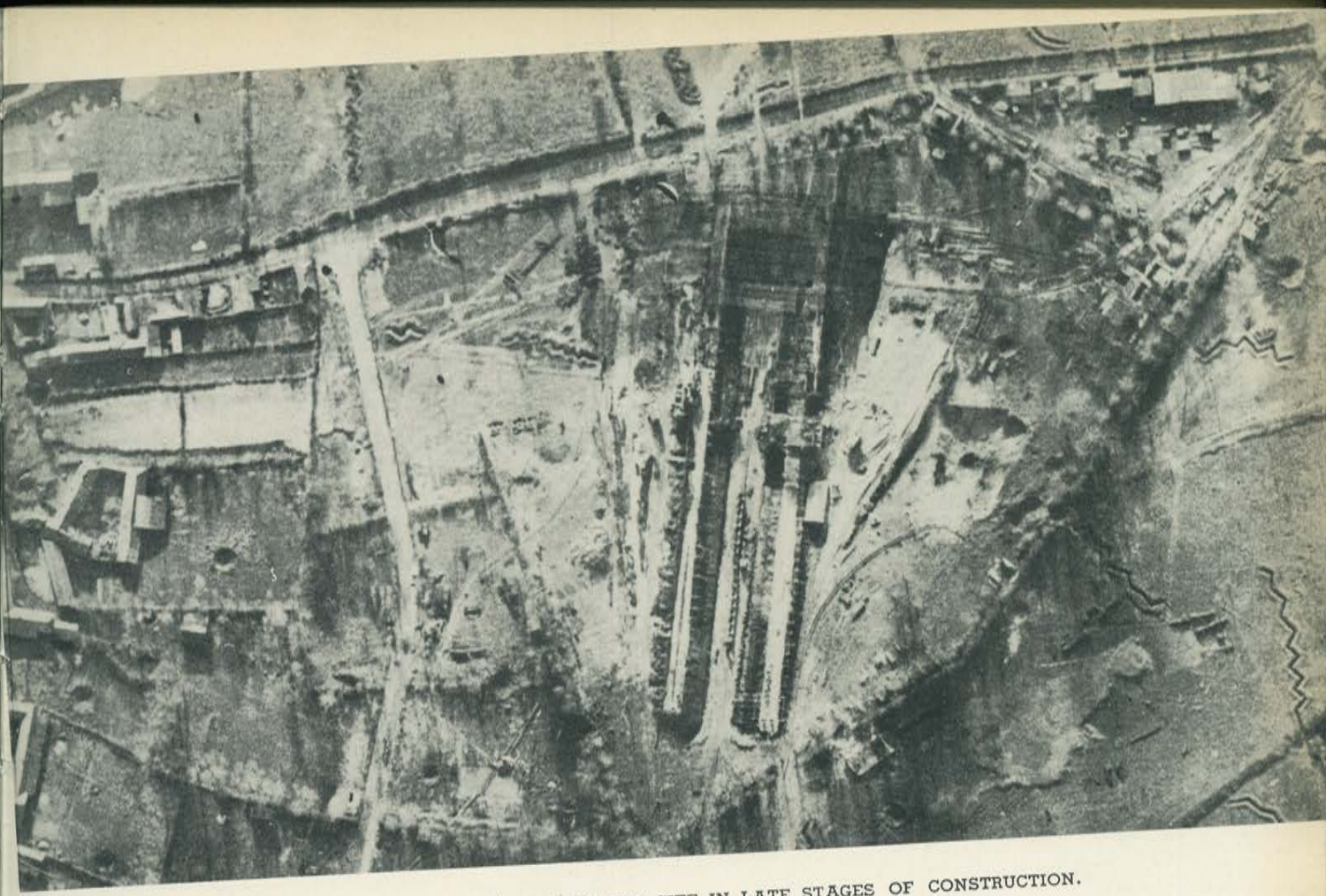
LAUNCHING SITE UNDER ATTACK.

HITLER'S "SECRETS"

Of all the secret weapons of retaliation manufactured by Der Fuehrer and his cohorts only two caused any real discomfort to the residents of Flixton. The first, the "buzz-bomb" was usually sent over on cloudy nights when it would be difficult for the night-fighters and anti-aircraft operators to spot them.

The second was the rocket, or V-2. Launched from sites along the Pas de Calais area and Dutch and Belgium coasts, a few of those headed for London would occasionally land in East Anglia. The Germans calculated that a rocket took about 12 minutes to reach its target. A contrail thousands of feet above the earth was the only warning that there was a rocket loose. No one, not even the one who launched it, knew where it would land.

ONE THAT GOT THROUGH—A BUZZ BOMB OVER ENGLAND.



Close-up of Pas de Calais rocket site in late stages of construction.

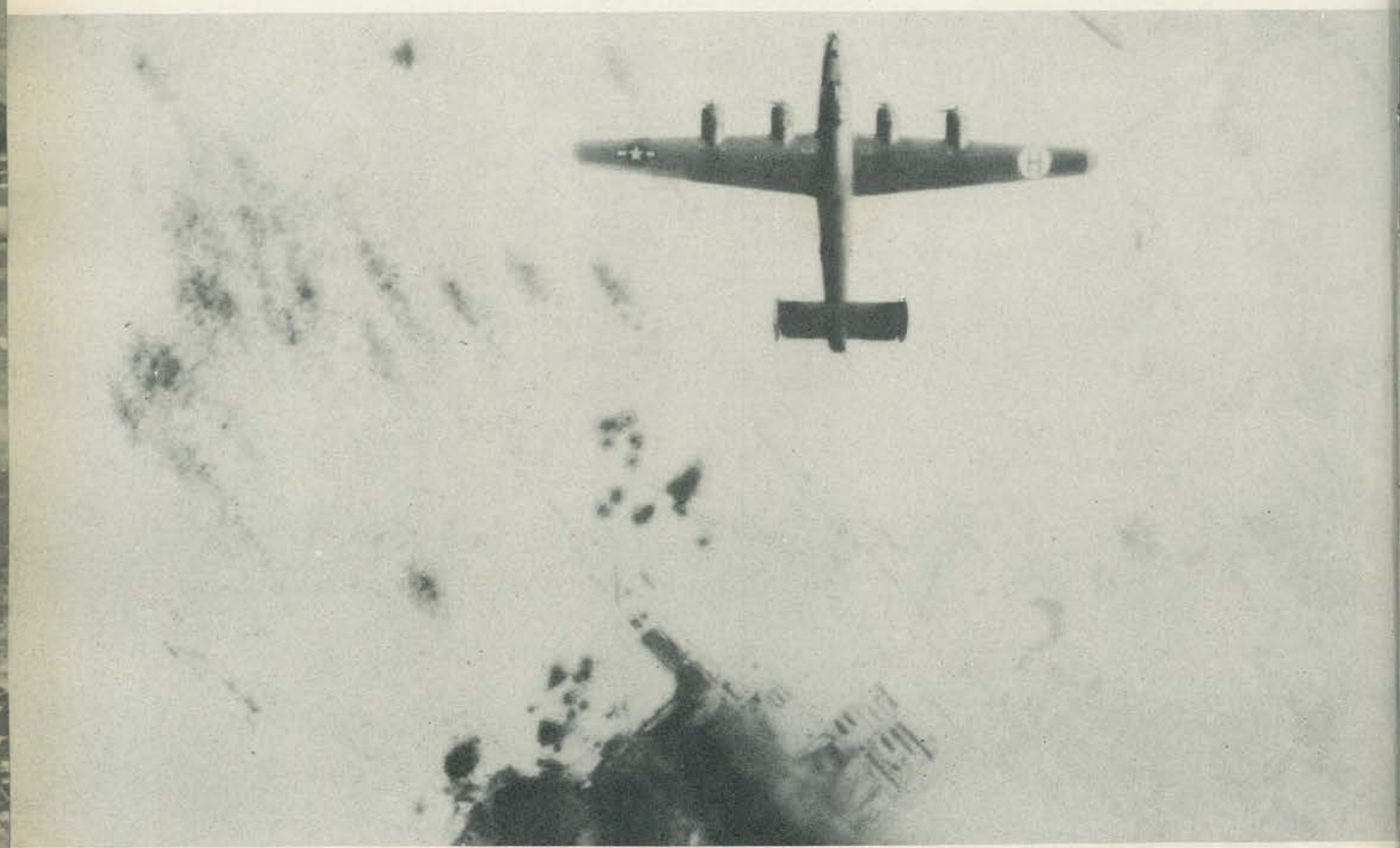
Pock-marked area after saturation bombing by the 8th A. F. and R. A. F.

GOTHA

At long last. This mission had been briefed several times, but was always scrubbed. The men knew that sooner of later they would have to hit the important Messerschmitt factories and airfields there and were sweating it out.

It was the Group's longest mission up to that time, and was described officially as "largest, most important and most hazardous operation ever undertaken."

Three times the Group went after Gotha with "maximum effort". The first day, February 20th, bombing was done through 10/10s clouds. The second mission was recalled. The third on February 24th brought excellent results with fragmentation bombs dropping among 40 to 60 aircraft parked on the airfield. Two of our planes were lost.



A BLOW AT THE LUFTWAFFE—A 446TH PLANE OVER THE MESSERSCHMITT FACTORY.

GOTHA

After 8th Air Force Att

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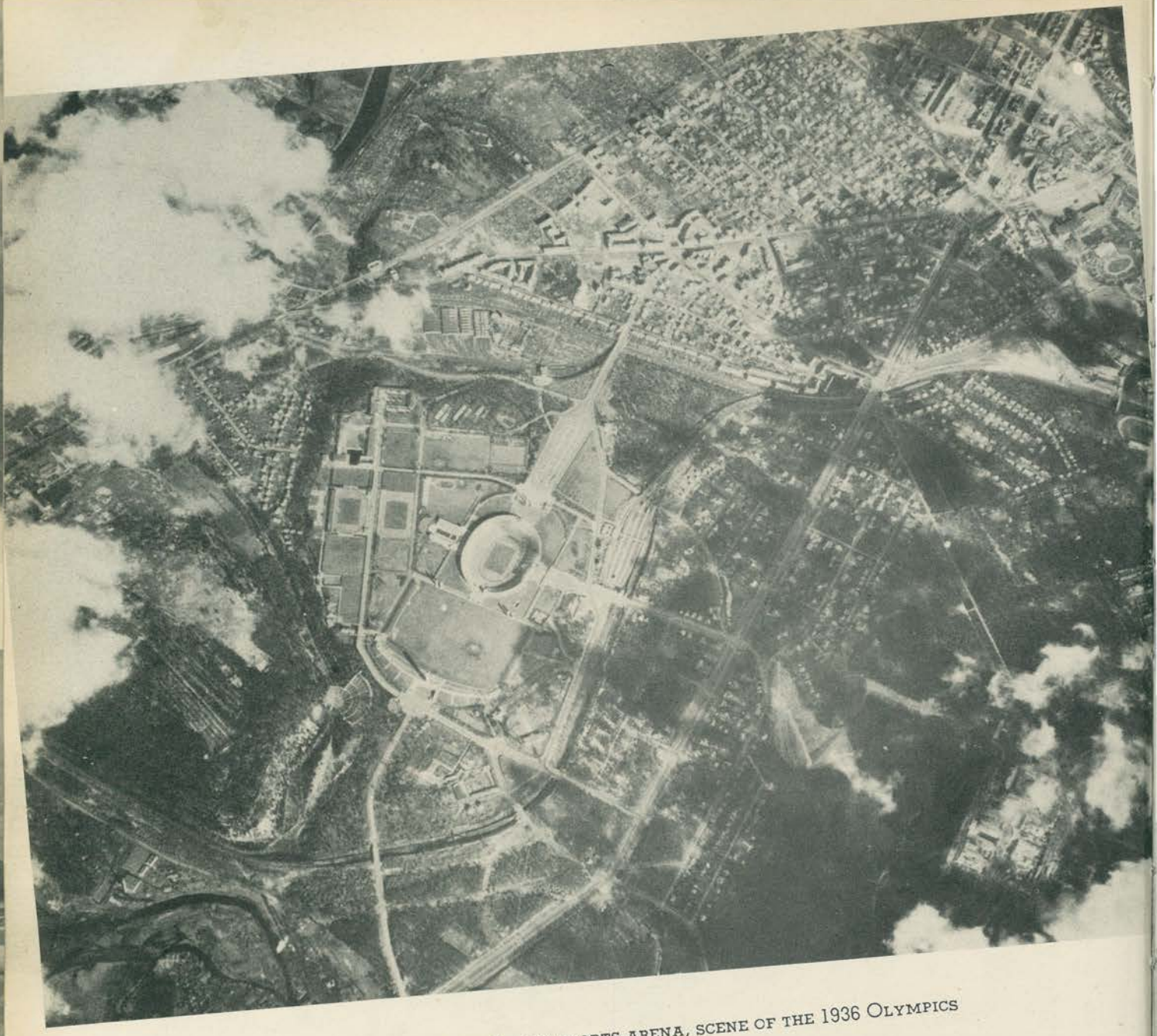


OVER THE NAZI CAPITAL—THE BERLIN SPORTS ARENA, SCENE OF THE 1936 OLYMPICS

"BIG B" — BERLIN

March 6. 1944—In the Nazi capital they called it "Blue Monday". With an attack the previous Saturday by a single formation of American planes, it was the second U. S. assault in three days on Berlin, and the city's first major daylight attack.

THICK BLACK SMOKE COVERS THE BERLIN SUBURBS.

THE NO. 1 TARGET

The crews had their first sight of the German capital. To bomb Berlin meant flying some 1200 miles there and bacck mostly over hostile territory protected by powerful defenses. Returning crews agreed on the heavy flak and the fellows told of intense walls of flak ringing the city. The losses suffered were among the heaviest in Eighth Air Force history. We came out lightly with one crew ditching in the North Sea.

BOMBS HEAD FOR NAZI CAPITAL —— AND BLANKET INDUSTRIAL AREA.

A STREET IN BOMB BLASTED BERLIN.

EN ROUTE TO MUNSTER, LIBS PASS DEFIANTLY ABOVE NAZI AIRFIELD.

ORLY—WRECKAGE OF ALLIED BOMBING ATTACKS LITTERS AIRDROME NEAR PARIS.

MERSEBERG—BOMBS HIT GROUND AS CONTAINERS CARRYING PROPAGANDA LEAFLETS LEAVE BOMB BAYS.

D-DAY: MINUS and PLUS

Everyone had the feeling the invasion was not far off. Men who had the good fortune to get to London were peppered with questions on their return to the base. "Was the city empty?" "Were there many paratroopers in town?" They told stories of the English countryside roads jammed with trucks, half-tracks and tanks—all moving south. Passenger trains were withdrawn from regular runs to speed up the movement of troops. Trains out of London were crowded. England was packed with troops.

Work was stepped up. The Group had a respite from the 13th to the 20th and then joined the mass air fleets blasting targets from the Atlantic to deep within Germany. There was a change in objectives as the day came near. Emphasis was placed on tactical rather than strategical bombing. The targets were no longer the factories at Brunswick, Ludwigshaven and the other large cities. They were the air fields in France and Germany, the freight yards and gun emplacements along the coast. The Luftwaffe was still conspicuous by its absence—at least against the Group. Luck continued good.

From June 2nd to the 5th Libs hit the French coast. It was a sign that the important day wasn't far off. In the Group tension increased.

And then it came.

Tuesday, June 6, 1944—D-Day. It was the long-awaited day.

There were indications late Monday afternoon that something out of the ordinary was happening. Staff cars brought brass from Division and Wing. There were locked doors and hurried conferences. There was a great deal of excitement around Operations and Intelligence. Ground crews worked speedily on their planes. Orders for bomb-loading and fueling were issued at an early hour. Men leaving on pass were turned back by the guards.

Flying control got the news. They learned that six ship elements would take off at ten minute intervals. The squadron operations were notified it would be a maximum effort. After dinner Colonel Knorre supervised the rearrangement of planes in the dispersals.

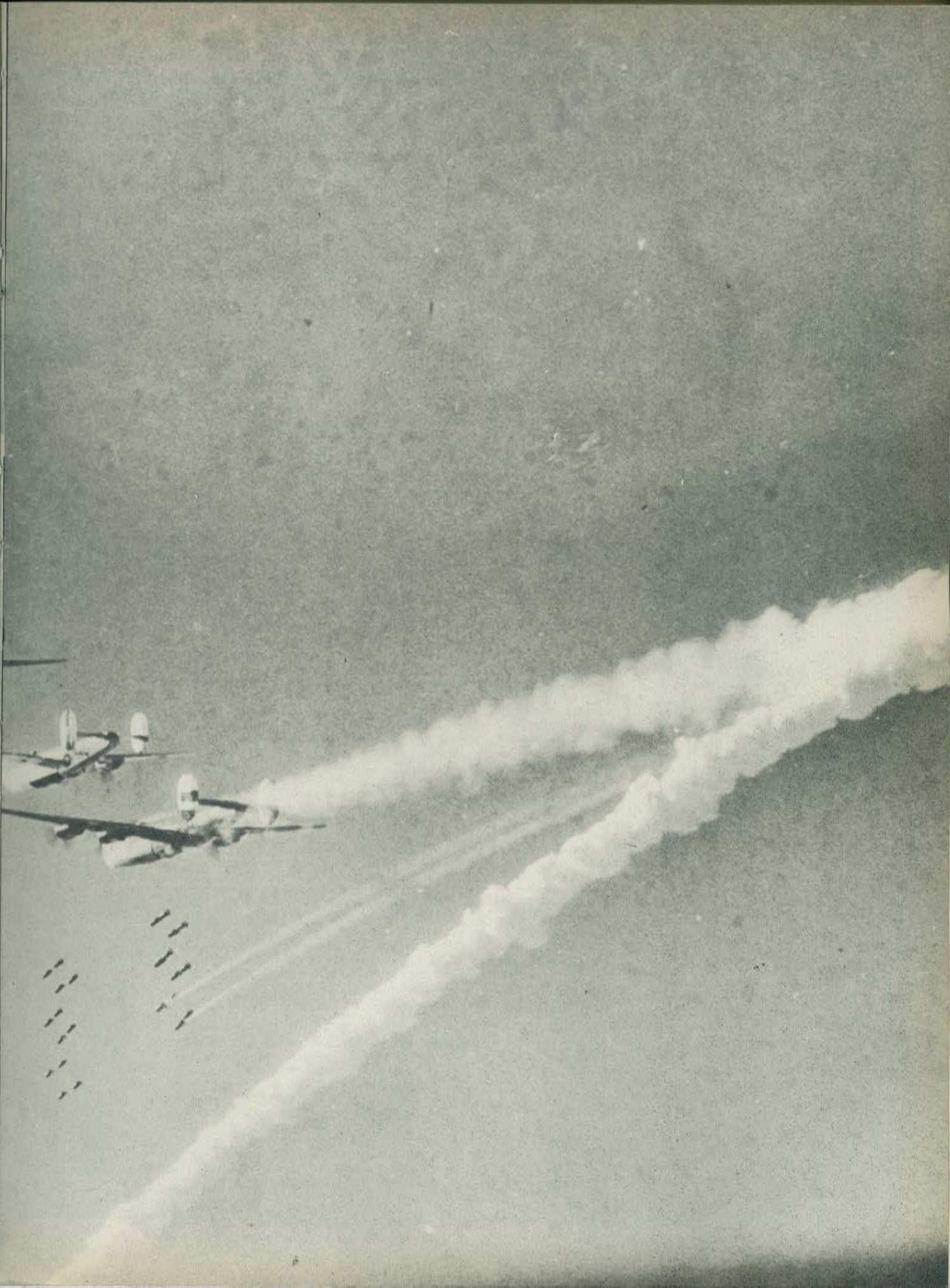
The Field Order came in. The 446th was to lead the Division and the Eighth Air Force over the invasion coast. The Tannoy blared, "Lead crews, pilots, bombardiers and navigators report to S-2 immediately." That was for special briefings.

The main briefing was scheduled for 2230. That was the first one. There were four briefings in the hours that followed.

The briefings were longer and more detailed than the fliers had ever experienced before. Captain Hurr, briefing for Operations, walked to the front of the briefing room, and stood before the large map on which the mission was plotted. At once the room became silent. The men leaned forward, intent on getting every word.

Major Stahl took over for S-2. "You are to strike the beach defenses at Pt. de la Percee," he said, "dropping your bombs not later than two minutes before the zero hour." The zero hour was 0630. "Landing craft and troops will be 400 yards to one mile offshore as we attack," he continued, "and naval ships may be shelling our targets on shore. Deadline on our primary target is zero hour minus two, or 0628. After that bomb the secondary target which is the road junction in the Forest Cerissy, or the target of last resort which is the choke point in the town of Vire."

The first mission was concerned primarily



D-DAY FROM THE AIR—OUR BOMBERS HIT BEACH DEFENCES AS LANDING CRAFT STOOD OFFSHORE.

with neutralization of coastal defenses and attack upon enemy front-line troops. The later missions were against communications between rear and forward troops.

More information was passed on. Thirty-six squadrons of Mustangs and Thunderbolts would patrol the area. Their primary mission was to protect bombers—after that, they would attack ground targets.

If there were any aborts, they were to leave the formation before leaving the English coast and fly back below 14,000. The traffic to the invasion coast was one way. If you had to ditch, only ships returning to England from the beachhead would pick you up. New information on prisoner of war tactics were given.

A TWX was read: "The Eighth Air Force is currently charged with a most solemn obligation in support of the most vital operation ever undertaken by our armed forces. It will be necessary during certain stages to attack with tremendous intensity the area immediately in front of our advancing troops. Because of the intensity required, no other agency except the Eighth Air Force can undertake this task. The required materials and skill are ours. yet it must be recognized that bombardment accuracy has never faced a more severe test. Every individual keenness, every refinement of technique, and every aid to accuracy must be exploited so that the pattern of our attack is exactly ordered, and that here are no gross or avoidable errors to bring disaster to our troops on the ground. The necessary hazards have been accepted. They can be minimized only through exalted performance on the part of our air leaders and bombardiers. I have every confidence in you. Signed—Doolittle."

The briefing was over.

Trucks waited in a long line outside the briefing room to carry the crews to their planes. The ships were being preflighted and the early morning stillness of the countryside was broken by the cresendo of roaring engines. At 0130 in Norwich the roar of the Lib engines could be heard coming from all directions. There was a bright moon with a thick black undercast rolling in from the distance.

By two o'clock the planes were formed in two lines converging at the head of the runway. All their navigation lights were on.

"Fearless Freddie" lighted like a Christmas tree took off to form the Group.

In the plane which rested, idling, with its nose pointed down the runway was Col. Brogger, flying with Charlie Ryan of the 704th. The ship was named "Red Ass." For public relations it was renamed "The Buckeroo." On paper it was to be the first ship over the Continent. It was to lead all the heavies. From it would be dropped the bombs to start the crumbling of Hitler's Fortress Europe.

Up in the tower Captain Smith in charge of Flying Control kept tab of the time. His eyes were on the clock above his head. In his hand he held the mike.

He called to the caravan crew at the end of the runway.

"Two-twenty. Give 'em the green light."

The sergeant already had the blinker light pointed toward the take-off mark. He dug his thumb into the switch.

"Let's go."

Take-off by the light of the moon. Red Ass raced down the runway, followed by another and another. They reappeared again high above their field, heading for their rendezvous with the hundreds of other Eighth Air Force heavy bombers. It was a weird sight-moon, clouds, flares and lights.

There was no sleep for the men who stayed behind. Before the first ship had left the field, a second mission was being planned, ,then a third.

Ground crews took hurried breakfasts.

"This is D-Day!"

"How do you know?"

"Well, if you got any money you don't need, now's the time you'd better lay your bet. I'll cover anything you got."

The German radio at Calais was still on the air—best music you ever heard—one song they played was called "Invasion Day". The Jerries said they were patiently waiting for invasion day.

"The bastards won't have to wait more'n about a minute now," a sergeant said. He was laughing and he was right.

A short while later came "Achtung! The long awaited invasion has begun . . . . ."

* * *
* * *

Returning crews told of a sky full of planes. And of a channel full of boats. Through the intermittent clouds it was possible to see the gigantic masses of naval ships. Landing barges and boats formed a string plowing through the dirty green waters from England to France. The weather wasn't with us. Our planes dropped their bombs through cloud cover. For the boys who had waited so long to be in on the show and see just what was going on along the coast it was a disappointment. But the excitement was ever present.

Colonel Brogger summed up the story:

"We had a good tail wind all the way—we ran into an overcast and as we passed

over the Channel I could see through the breaks in the clouds strings of landing barges heading toward France. I saw a few flashes in the distance. I imagine they were from naval vessels. We were hoping for a break so we could see our bombs hit, but it was a solid overcast ahead of us over the Continent just as far as we could see. There were no fighters and no flak."

Despite bad weather the bombers went out to suport land operations. The traffic lane from Britain was still alive with boats depositing men on the Normandy beaches.

Reconnaissance pictures showed severe disruption of enemy communications at many points. Our bombs cut strategic rail lines and took chunks out of bridges. Our planes rendered useless the airfields of the Luftwaffe.

Some of the fellows went thirty hours without sleep and spent more than fifteen hours in the air. Ground crews worked through the night and day to keep the maximum number of planes ready to fly. In the 704th a new engine arrived for the Shack II. Normally an engine change is a 24 hour job, but twenty-four hours after this one had arrived the Shack II had been out twice.

And so it went. Stories strange, but true, were told by returning bomber crews and fighter pilots. The pilot of a Fortress returned to his base to tell of picking up a Hellographic message of greeting while the formation was still deep inside the enemy-held country.

"A short time after dropping our bomb load and turning homeward," he related, "I noticed a light flashing six or seven miles to the left of our course, a mile or so ahead of us. At first I thought it was the sun's rays hitting the glass in the window of the compartment but then it began making sense. As I kept my eyes on it, it spelled out 'Hello Yank' and then disappeared. I saw the message only once and I couldn't determine whether it came from a farmhouse or the open fields."

A fighter pilot returning from bomber escort attacking strategic targets told how he jumped an Me-109. "I jumped the Jerry and started to fire on him, but found my guns weren't on," he said." I leaned forward to slip my gun switch on and when I looked up again the German had bailed out."

There was the story of the Mustang pilot who landed in France, had his plane repaired and returned to his base in England with a Jerry helmet as a souvenir. Since the beginning of the war over Europe, Americans who went down over enemy-occupied territory were usually captured and made prisoners of war, or spent weeks and sometimes months dodging the Gestapo and Nazi soldiers to make their way to the Spanish border. Now it was different. If trouble developed it was possible to land in France before returning to base.

A flight of Thunderbolts on a strafing attack spotted an innocent-appearing train in a marshalling yard—easy meat for them. As the men dived on the train, the sides of a number of the box cars opened exposing anti-aircraft guns. The buzz boys beat the Nazis to the punch and set several of the cars afire. The 47's made off unscathed.

* * *

As the weeks progressed and the ground forces pushed their way toward Cherbourg and Caen, and the weather cleared, returning crew men told of the French coast pock-marked with craters, and of the traffic lane from Britain still alive with boats. They reported great clouds of smoke coming up from Caen. They told of the best fighter cover they had ever seen, and of the absence of the Luftwaffe and flak.

Our supremacy in the air over Normandy was never in doubt.

* * *

Four of the medical personnel from our Group were in battle for the beach-head. Captain Willard G. Fessler, T/Sgt. Edgar W. Barr, Cpl. Michael Ditizio and Cpl. George S. Waschak went over 10 hours after H-hour. Sgt. Barr made five trips across the Channel in an LST, bringing wounded, German prisoners and survivors of sunken ships back to England.

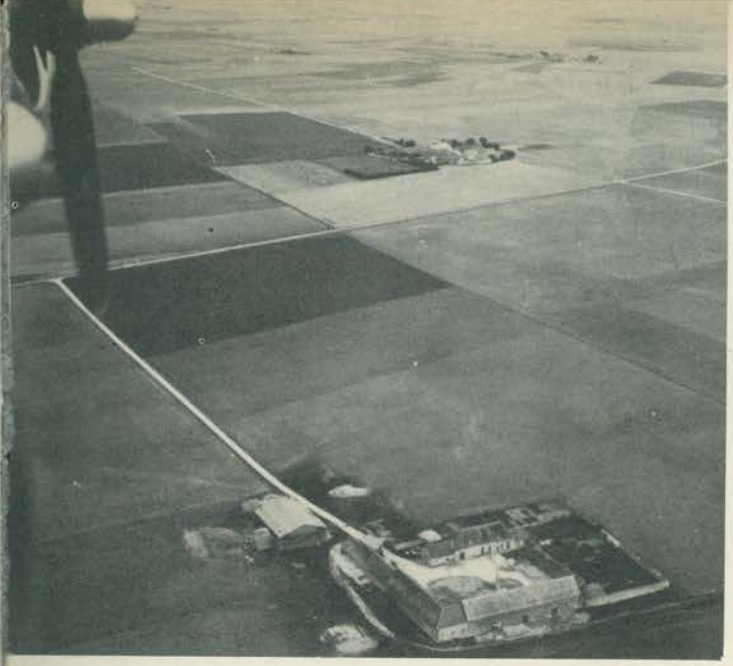
Sergeant Barr told an exciting story: "The LST I was on went in ten hours after H-hour on D-Day. The beach-head was clear where we were, but two big American battleships were planting salvoes over the lines. This tank landing ship was a veteran of the landing at North Africa, Sicily and Salerno. The sailors were kidding me because we couldn't see any big bombers then, and I wish I'd known our Group had led all the others over earlier that morning. Later on, our glider troops and infantry-men said the Libs and Forts had done a wonderful job softening up the beach defense.

Most of our prisoners were privates and corporals, and a lot of them were conscripted Polish or Russian troops. They thought our corned beef and dog biscuits were wonderful. Their own meat was dirty and spoiled. Their officers were haughty, but even a German captain admitted there was a chance we might win the war."

D-Day on the ground—American soldiers swarm toward the Normandy beaches.

The Advance Across Normandy

War and Peace—A French farmer plows while a sky battle rages overhead.



FLYING OVER FRENCH COUNTRYSIDE.

AN AMERICAN FLIER'S GRAVE ON FRENCH SOIL.

THE ADVANCE THROUGH NORMANDY—BOMB BLASTED ROAD TO CAEN.

As Allied troops pushed deeper into enemy territory the target list made exciting reading, with great names carved in German history. In a line reaching from Hamm to Cologne to Coblenz the group went back from day to day hitting the three cities. As the days went along everyone wondered how long the war would last. The conquest of France brought whatever remained of Germany closely under Allied bombsights, and the haul was now across friendly France where there was no worry of flak.

On three successive missions the Group hit Cologne with its rich industrial area and on October 15th did the best job in the Eighth Air Force against that city.

Along about this time the Canadians and British advanced in northern France slicing off part of the "robot coast". The Germans started to launch their secret weapons from Belgium and Holland. While there was a respite for Londoners, East Anglia began to get the alerts. The rocket bombs could be heard chugging along. They would pass over the field at a low altitude, easily identified by the red glow of the exhaust. Then came the grand-daddy of them all—the rocket. There was no indication they were in the vicinity until they exploded.

While the Germans continued to send their secret weapons against England, Allied ground forces and air power continued to hit the Nazis on the continent. Newspaper stories called the German situation "a maelstrom of confused retreat," "a panic in a burning building" and the "flight before the erupting volcano." The boys on the ground were playing a great part of it, but to most observers it seemed that the Germans were suffering most from the pounding of Allied air power. Bombers were hitting airfields and communications lines east of the battle line.

On October 26th, B-24's led by Major Schmidt, the Group Operations Officer, flew more than 350 miles from their base in England, navigating solely by instruments to a point near Minden, Germany. From approximately four miles above the target they could not see, they bombed through solid clouds and blasted a hole in one wall of the Mittelland Canal, choking traffic to a deadstop on the only important waterway between the armament factories of central Germany and the Western Front.

Reconnaissance pictures made after the attack showed that a 2,000 pound bomb scored a direct hit on one wall of the canal about 600 feet from an acqueduct which carried the canal over the River Weser. Freighting vessels lay helplessly on their sides. It was a good Pathfinder job.

On November 9th in one of the strongest airblows against enemy positions, the Eighth saturated the Metz area in tactical support of General Patton's Third Army. The raid planned twice before pending Patton's signal was staged under extremely hazardous conditions. The targets—pillboxes and enemy installations—the poor weather and concern for ground troops made the mission extremely difficult. Lt. Col. Milton D. Willis, 706th Commander led the Group. Pictures showed the 446th results as "very good".

Reports from Eighth Air Force indicated that the mission was entirely successful with no casualties to friendly troops. General Patton in a letter to Lt. Gen. Carl A. Spaatz, head of the U.S. Strategic Air Force in Europe wrote of the bombing.

"Dear Tooey:

This morning I was in the Verny group of forts which, as you remember, was the No. 1 Priority in the bombing attack which you put over on the 9th. One of the forts was completely removed—I have never seen so many large chunks of concrete in my life.

Another fort, which we are now occupying as a Command Post for the 5th Division, was not hit but the people were so badly scared that they all left, because we occupied it without firing a shot. Also, the No. 2 Priority fort, northeast of No. 1, received hits and was occupied without firing.

I would appreciate very much if you would transmit this information to Jimmy Doolittle, and tell him how much the 3rd Army appreciates the magnificent support rendered.

We are now in Metz. About half the forts have been taken or found unoccupied; the other half are contained. There is a limited amount of street fighting now taking place.

With renewed good wishes, I am, as ever

Devotedly yours,

/a/ George

G. S. Patton."

Not once in November or for the first two weeks in December did group bombardiers drop visually. They were forced to rely wholly upon instruments. Coming upon the Hanau marshalling yards on December 12th they saw a target for the first time during that period, and the men of the 446th proved to be the masters of the situation. The lead and low-left squadrons hit "good" while the high right squadrons' results were unobserved.

In December the German offensive started against the First Army. The Germans capitalizing on the bad weather launched their last all-out thrust in the Battle of the Bulge. Eighth Air Force planes going to the aid of the ground forces were obliged to abandon missions because of the adverse weather going into the targets. Other days the missions were scrubbed before takeoff. After a week of rain and fog the weather changed and on December 24th more than 2,000 Libs and Forts and 900 Thunderbolts and Mustangs went to the aid of the ground forces trying to beat back Von Rundstedt's counter-offensive.

It was a sight to remember as the last air fleet glistening in the Sunday morning sun flew high over the East Anglia countryside. The procession of 8th A. F. planes to Germany stretched 400 miles. As the head of the procession reached the German border the tail was just leaving England—it took two hours to cross over the English coast.

"There were so many aircraft over the battle zone that the Germans must have found it impossible to meet all the threats a once," observed an RAF staff officer.

The Eighth loosed 5,200 tons of bombs onto a dozen rail and road junctions. The targets were the communication lines at Ahrweiler, Rheinback and Euskirchen, all directly behind the bulge punched into the First Army's front.

Dusk was falling as the Group planes returned to base. On the homeward journey they passed the Lancasters and Halifaxes of the RAF on their way to thundering attacks on Essen and Dusseldorf.

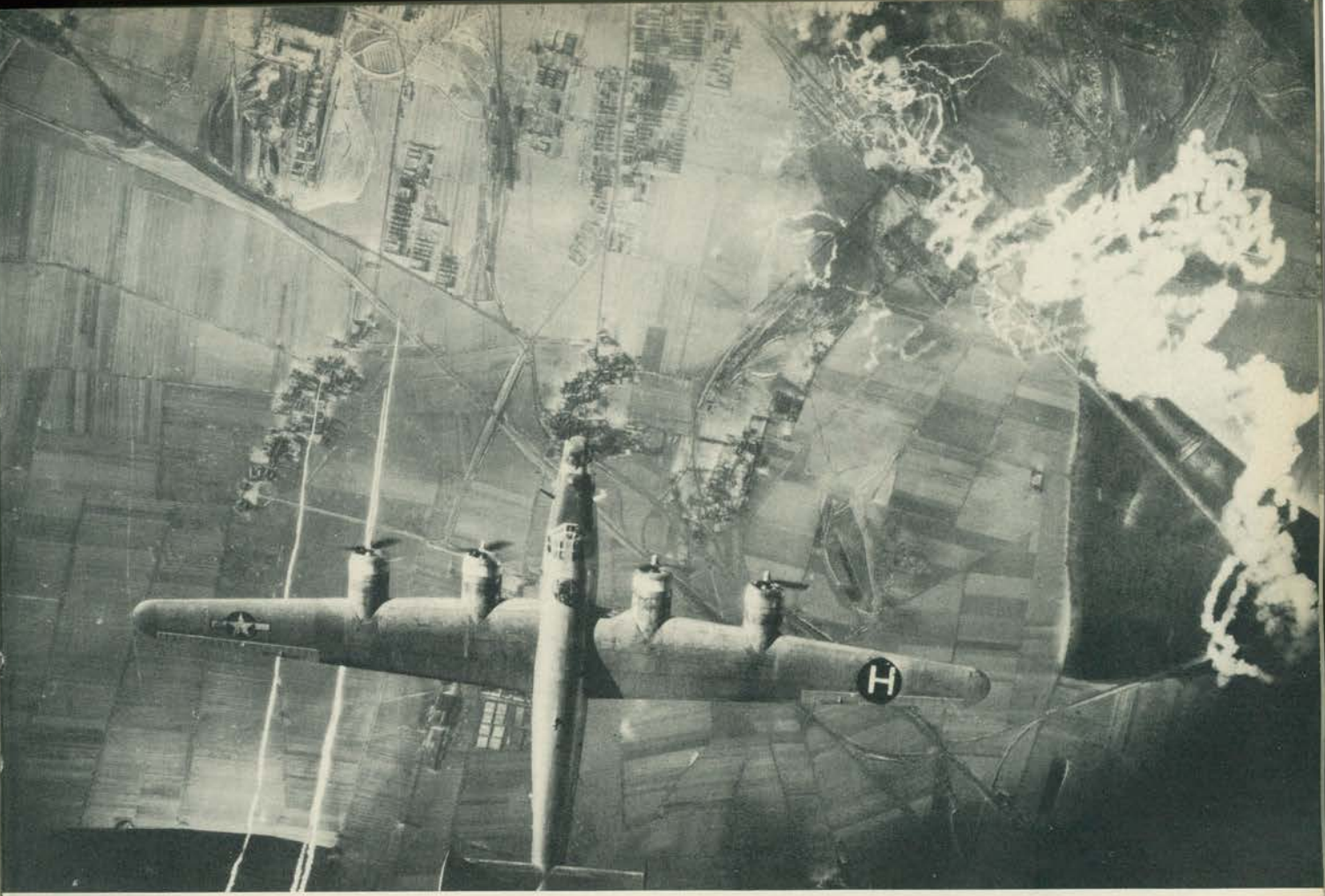
It was a good Christmas Eve. The Air Force had finally been able to relieve the boys on the ground.

After that, the Group flew every day, in fair and foul weather, in the period between Christmas and New Year. During this period there was some of the worst base weather ever seen on fog-bound English airdromes. Magnesium flares and all available field lights were used. Men in the control tower could not see the planes taking off. Coming home late in the afternoon the pilots were "talked" down onto the runways. Some days the planes had to be diverted to other fields where landing conditions were better.

There was snow and the planes had to take off from slippery runways amid snow flurries, and fly through snow to the targets and return home in snowstorms.

Temperatures at 20,000 feet plunged to 55 degrees below zero, the planes churned up heavy contrails, windows frosted up, the visibility was poor and formation flying was dangerous. Ground crews worked all night shoveling the runways and spreading sand.

On January 13th the Group turned in one of the best bombing jobs of the winter. The 20th Wing was charged with the destruction of the Rhine railroad bridge at Worms. This was at the request of the ground forces who were bogged down in the snow



and mud of that sector. Strike photos showed that the massive three-span double track bridge with its half mile long viaduct approach had taken 90 percent of the bombs of eight squadrons within a 2,000 foot circle. "Never have I seen nine squadrons hit so effectively," was General Timberlake's comment.

Early in February the Group went back to the old favorites, Heilbronn and Osnabruck. Magdeburg was visited on five consecutive missions. On the 22nd, the 446th took part in the greatest air assault since D-Day in Normandy. Six thousand planes from the 8th, Italy-based 15th and the RAF participated in the blow planned to knock out communication center, choke-points and marshalling yards. Roughly 38,000 square miles of the Reich were hit. The 2nd Division flew into central Germany at altitudes ranging from 6,000 to 10,000 feet. The Group hit the rail yards at Northeim and did an excellent job. The weather was perfect and the bombardiers had no trouble spotting the roundhouse.

In forty-five days from February 14th to March 25th the Group went out on thirty-five missions.

We recalled Hermann Goering's boast—"No German city will ever suffer the disaster of being bombed," and "industrial Germany will never be bombed by a single enemy plane."

President Roosevelt announced close tactical liason between Allied Air Forces and both Eastern and Western fronts, and on March 11th Lt. Col. Schmidt led the Eighth Air Force in an attack against the German port of Swinemunde, only 16 miles from Marshall Zhukov's Russian forces in the Baltic area. It was the closest tactical blow to the Eastern front carried out by the Air Forces.

The assault was made after reconnaissance pictures taken three days before revealed that the port was teaming with activity. Swinemunde was bombed by elements of the three air divisions, the 446th leading the Eighth Air Force and Second Division over the port at noon, followed closely by two waves of Fortresses. No enemy planes were encountered in the Baltic area and anti-aircraft at Swinemunde was moderate. Solid clouds obscured the targets and while bombing was done with the aid of instruments, reconnaissance photos showed that the results were good.

On April 14th more than 460,000 gallons of liquid fire were dropped on the east side of the Gironde estuary near Bordeaux, where German ground forces had dug in and were the last resistance pocket in France.

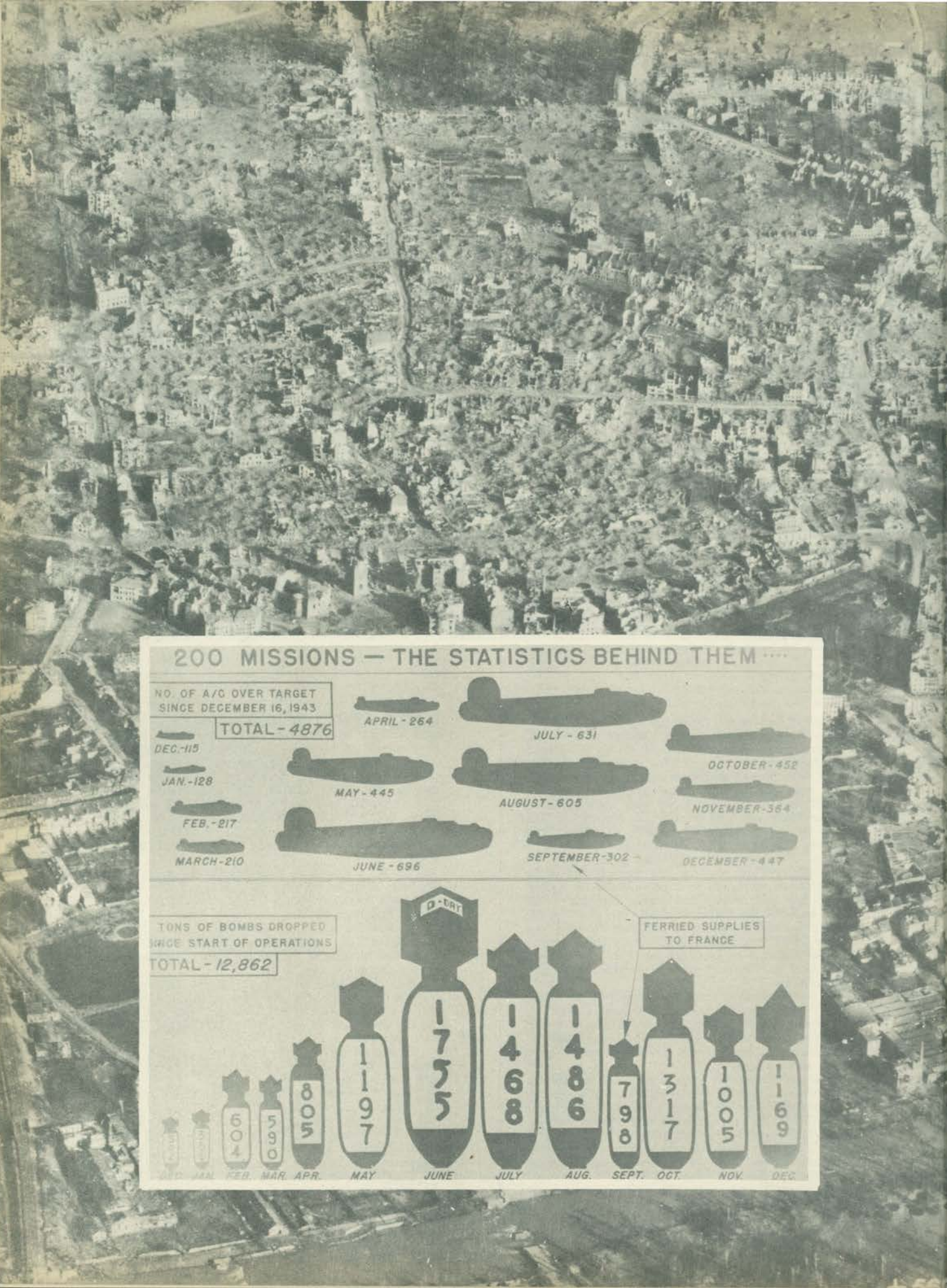
It was the first time group planes had dropped tanks filled with highly inflamable substance and the effect was similiar to that of the flame throwers used by the ground forces.

Ten days later the Group hit the Luftwaffe jet field at Wesendorf—the jets were up in force that day and knocked down Colonel Crawford who was checking the formation in a Mosquito. Lt. Colonel Schmidt took command.

Colonel Crawford after being held prisoner by the Germans was released by advancing Allied troops and returned to the States.

The 273rd and last mission was flown on April 25, 1943 against Salzburg. About 250 Libs assaulted four rail targets ringing Der Fuehrer's mountain retreat at Berchtesgaden. Our target was fifteen miles north of Hitler's doorstep. At the same time, the RAF dropped six-ton bombs on the doorstep.

That was the last mission flown by the 446th in the European Theater of Operations.


200 MISSIONS — THE STATISTICS BEHIND THEM ····
NO. OF A/C OVER TARGET SINCE DECEMBER 16, 1943
TOTAL - 4876
DEC. - 115
JAN. - 128
FEB. - 217
MARCH - 210
APRIL - 264
MAY - 445
JUNE - 696
JULY - 631
AUGUST - 605
SEPTEMBER - 302
OCTOBER - 452
NOVEMBER - 364
DECEMBER - 447
TONS OF BOMBS DROPPED
SINCE START OF OPERATIONS
TOTAL - 12,862
D-DAY
FERRIED SUPPLIES TO FRANCE
604
590
805
1197
1755
1468
1486
798
1317
1005
1169
JUNE
JULY
AUG.
SEPT.
OCT.
NOV.
DEC.
APR.
MAY

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NORTHEIM

BOMBS AWAY!—SMOKE MARKERS FROM LEAD SHIP HEAD TOWARD ROUNDHOUSE.

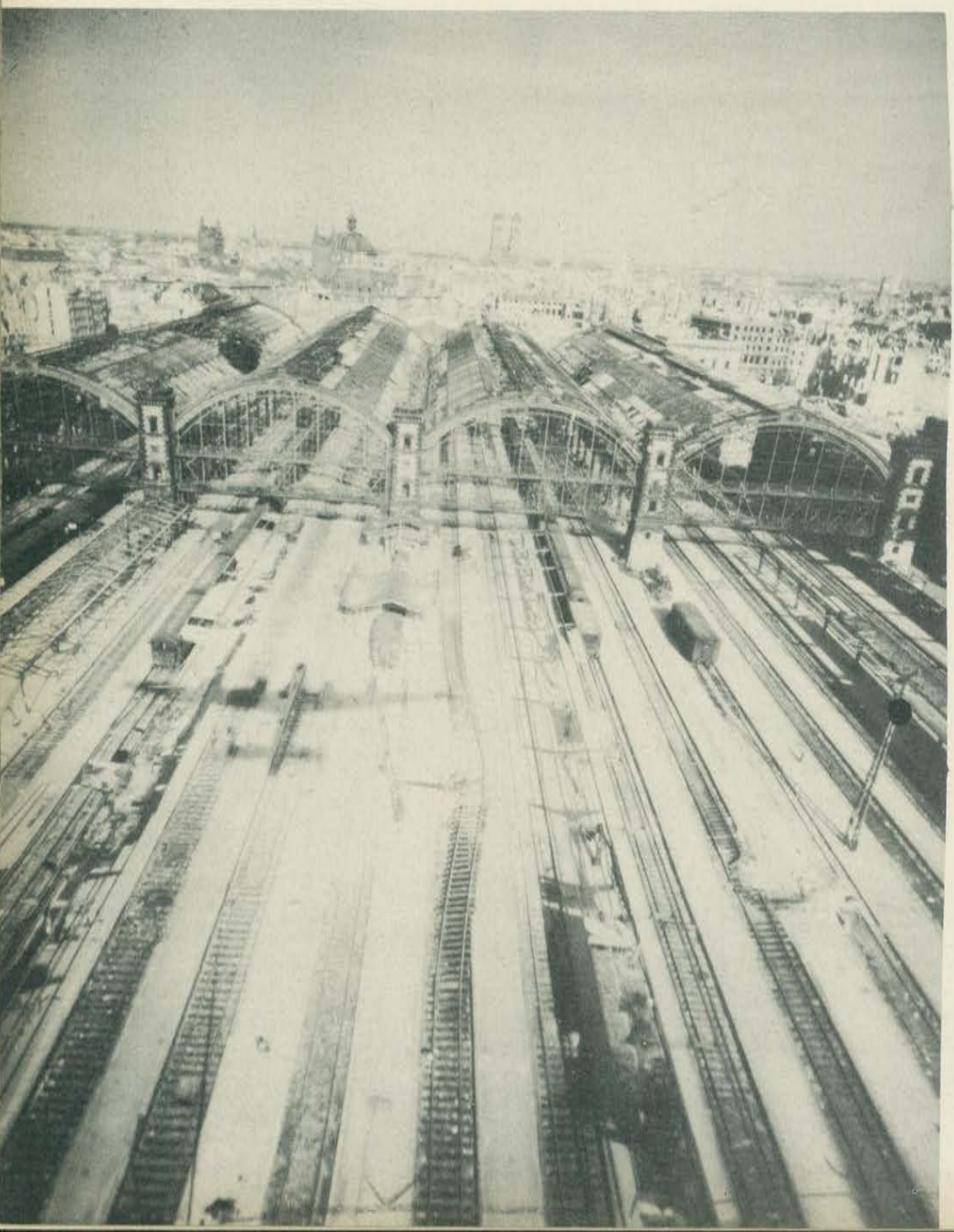
NORTHEIM

A PERFECT HIT—BOMB BURSTS BLANKET TARGET AREA.

OIL REFINERIES

COMMUNICATIONS

MUNICH—RAILROAD YARDS SHOW THE SCARS OF BATTLE.



ASCHAFFENBURG—707TH'S "Q-QUEENIE" WITH BOMB BAY DOORS OPEN ABOVE RAILYARDS.

OUR BOMBERS WERE SYSTEMATICALLY REDUCING GERMANY TO RUBBLE.

OUR SUPPLY MISSIONS

Following directly behind the gliders and transports carrying the men of the First Allied Airborne Army, about 240 Liberators on Saturday, March 24, 1945 dropped 600 tons of weapons, food and medical supplies in the area of Wesel, east of the Rhine. Wesel, as shown in this photograph, had been heavily pounded before the airborne invasion.

The Second Air Division's mission was the supply of assault and airborne forces which landed on the east bank of the Rhine shortly before our crews dropped supplies to them. 446th bombers roared over the dropping area battling through a storm of 20mm anti-aircraft, machine gun and rifle fire as they swept in at altitudes from 100 to 300 feet. The Libs bore the brunt of the air losses losing twenty out of the 240. The 446th leading the Wing put 27 planes in the air—seventeen sustained battle damage and three were lost. The squadron formations were flown as loosely as possible without straggling, closed up for dropping and spread out again after recrossing the Rhine on climb and withdrawal. Plane commanders flew at 145 MPH over the target insuring perfect dropping and used 10 to 15 degrees flaps to brake the planes.

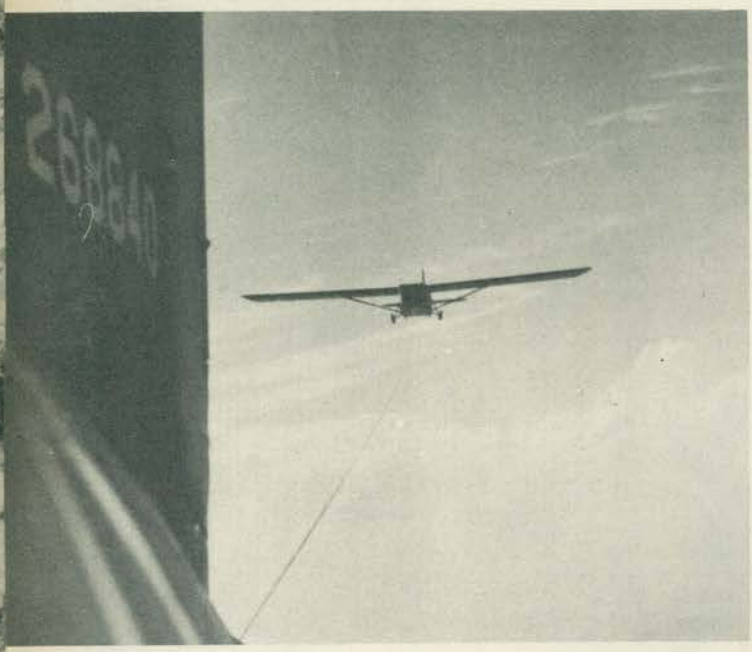
About 6,000 planes took part in the operation. While the Group planes were being preflighted and the crews were in the briefing room, the air armada passed over Flixton. Stirlings towed Horsas and the Dakotas towed U.S. gliders in a sky train stretching over 500 miles. A mass of 1,300 gliders and 200 paratroop planes put down a force of British and U.S. troope estimated at 40,000 in the biggest single "lift" of skymen ever undertaken by the Allies. Hundreds of RAF and U. S. fighters took part in the operation. Air-Sea rescue launches and planes patrolled the North Sea while the airborne invasion was in progress to rescue any men who may have ditched.

The Group flew a similiar mission September 18, 1944 on an air resupply mission to the First Allied Airborne Army at Grosbeck near Nijmegen, Holland. Thirty-six of the Group planes dropped supplies to the troops enabling them to take and hold the bridge at Nijmegen in an important offensive against the enemy. The supplies were dropped at altitudes of 300 to 400 feet and the mission was accomplished with complete success in the face of almost constant small arms fire which damaged twenty-five aircraft. Colonel Brogger leading the mission was wounded and received the Silver Star for his work.

After a practice flight the day previous to the mission, each aircraft was loaded with 6,000 pounds of supplies. The supply bundles included food rations, parts of 75 millimeter cannon, .30 caliber ammunition and gasoline. Twelve supply packs were stowed in the bomb bays of each of the 36 aircraft. The other bundles were released manually by static lines through metal chutes in the walls of the ball turrets which had been removed. Because of the delay in receiving briefing material, navigators did not see pictures of the drop zones until a few minutes before take-off. They experienced difficulty in picking up check point in Holland, as the coastal area was flooded by the retreating Germans.

The planes crossed the coast at 800 feet and dropped to 400 feet, all going over the dropping zone in formation in spite of battle damage.

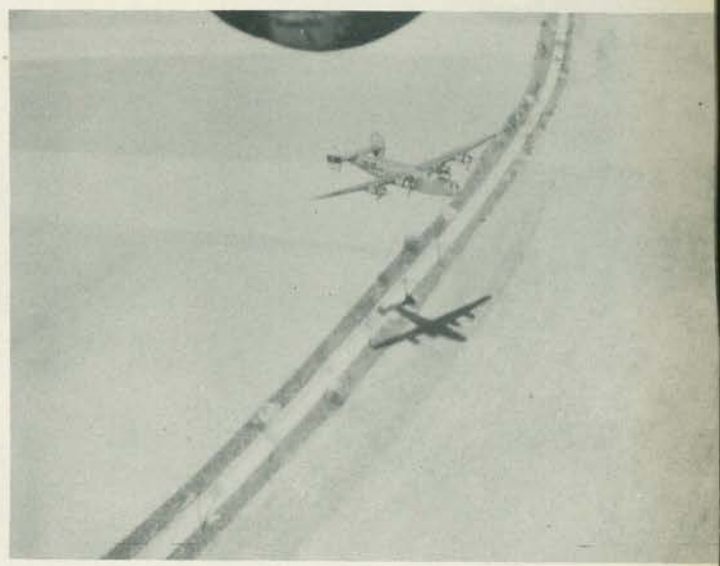
A SKY FULL OF PLANES—TOW PLANES AND GLIDERS HEAD TOWARD GERMANY.



STIRLINGS AND DAKOTAS TOWED GLIDERS IN THE BIGGEST SINGLE "LIFT" OF SKYMEN UNDERTAKEN BY THE ALLIES.

PARATROOPERS LANDING IN WESEL AREA.

LOADING LIBS WITH SUPPLIES FOR AIRBORNE INVASION.



PLANES SWEPT IN AT ALTITUDES FROM 100 TO 300 FEET.

OUR PLANES DROPPED SUPPLIES AFTER TROOPS LANDED.

MAJOR JOHN T. McCOY, WAR DEPARTMENT ARTIST, FLEW THE SUPPLY MISSION TO WESEL AND

MADE THE ABOVE DRAWING OF THE DROP TO THE MEN OF THE FIRST ALLIED AIRBORNE ARMY.

THE 20TH WING FIELD AT ORLEANS, FRANCE.

THE GROCERY RUN

In August and September the crew chiefs stopped decorating their Libs with bombs and painted freight cars and flour sacks on the fuselages of the bombers. The planes which had battered Berlin and fought the Luftwaffe were used to haul medical and food supplies to the people of France.

Not long before this these planes had dropped bombs on the airfield at Orleans. But then the field was in the hands of the Nazis. Now they were back. This time they caried flour and penicillin instead of high explosives. It was not the first liberation this community had known because St. Joan of Arc, the Maid of Orleans, had freed the city from the British.

With planes from three Liberator wings, 446th ships flew empty to the loading depot in southern England where Lt. Col. Arthur P. Hurr and Lt. Col. William D. Kyle, operations officers in the Group, worked with a small force to dispatch the Libs on their mission of mercy.

Parked in long rows the planes were quickly loaded by British Royal artillerymen and on their way across the Channel affording a view of naval traffic and the beach head where a few months before American and British troops had first pierced Hitler's Fortress.

On a sort of busman's holiday, the pilots flew at tree-top level over the war-torn cities of St. Lo, Caen, Falais and others which had made headlines as Allied troops battled their way across France. Some of the planes skirted Paris to get a view of the Eiffel Tower.

The grim evidence of war was spread out below. Gliders used in the invasion cluttered fields. Destroyed tanks and tank tracks marked the landscape. Crashed fighter planes, both friendly and enemy, dotted the area. Frenchmen working in the field stopped their plowing to wave.

From the air one could see the results of the raids on the Orleans airfield. The drome was in ruins. The field and runway were pockmarked with craters. American engineers had put the runways in order.

Pitched tents were used by personnel running the field. A shack served as a home-made "control tower". Two thousand and 4,000 pound bombs were still lying around the field. The Germans had begun to wire them for detonation when the American ground forces arrived. Patton and his Third Army advanced at such a rapid pace they were unable to execute the plan. The field was a maze of wreckage. What had once been large hangars were now twisted girders.

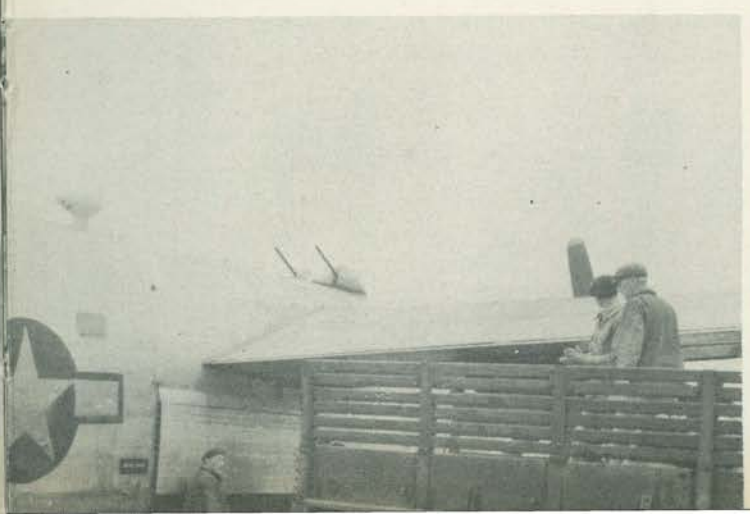
French workers unloaded the supplies and in a short while they were on the road to Paris.

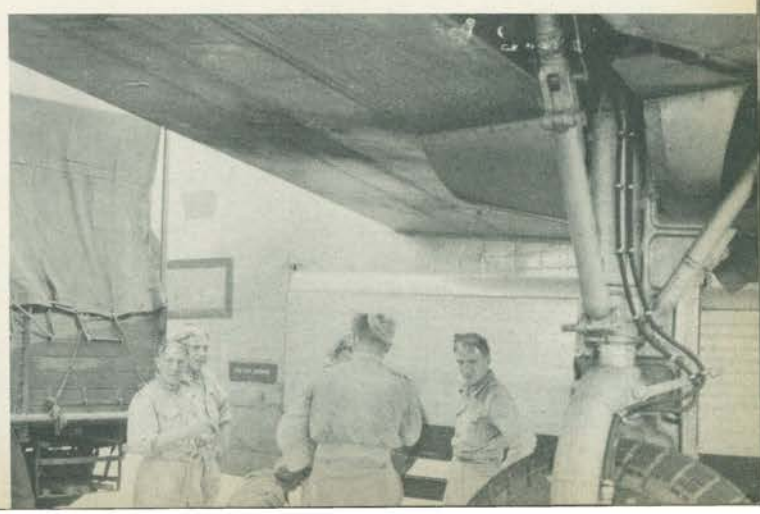
The 446th was on the road to Orleans to see the sights.

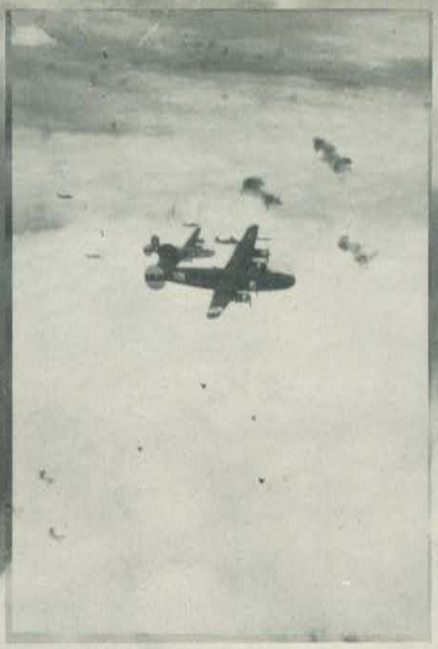
The French were very friendly. As the crews rode into town people would call "vive L'Amerique" and give the Victory sign.

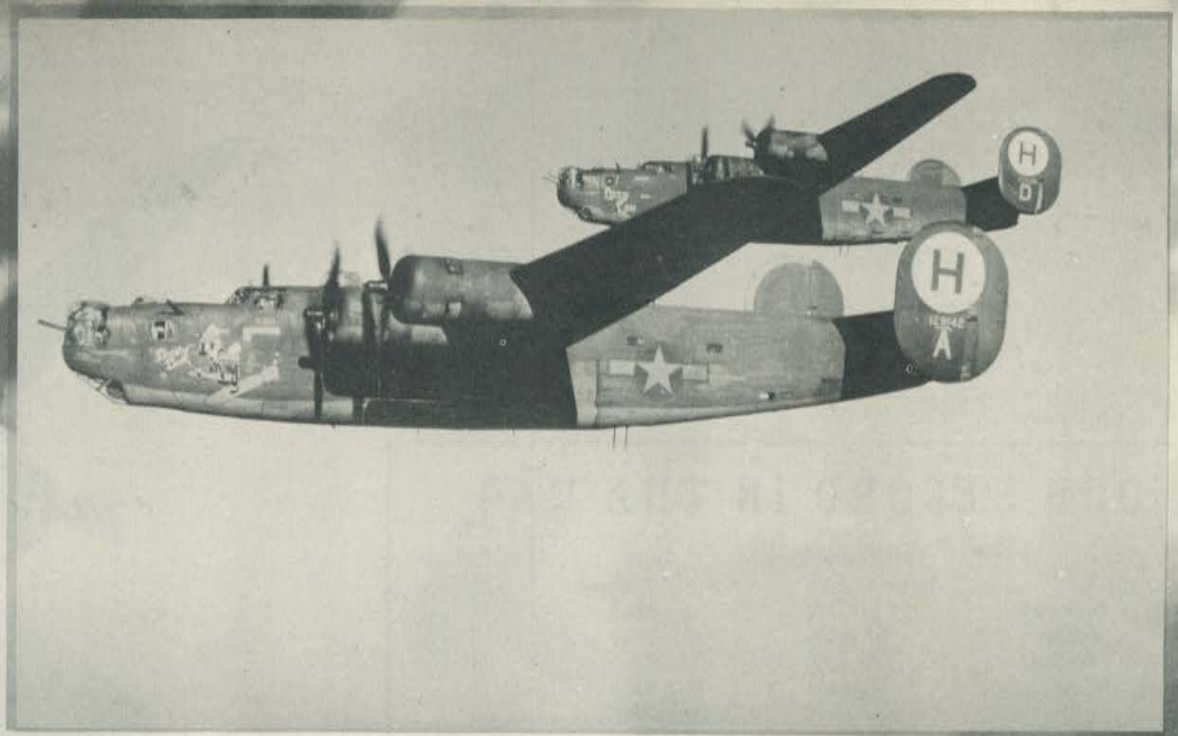
One of the boys offered a pack of cigarettes to a Frenchman. It was intended as a gift but the Frenchman would not have it so, and paid for it. He wanted the boy to have the money as a souvenir and a bond of friendship. There was some more swapping but no free giving. The crews exchanged cigarettes and sugar out of their rations for peaches.

It was the first time men of the Group had landed on French soil. Previously they were greeted by flak and fighters. Now they were welcomed by friends.



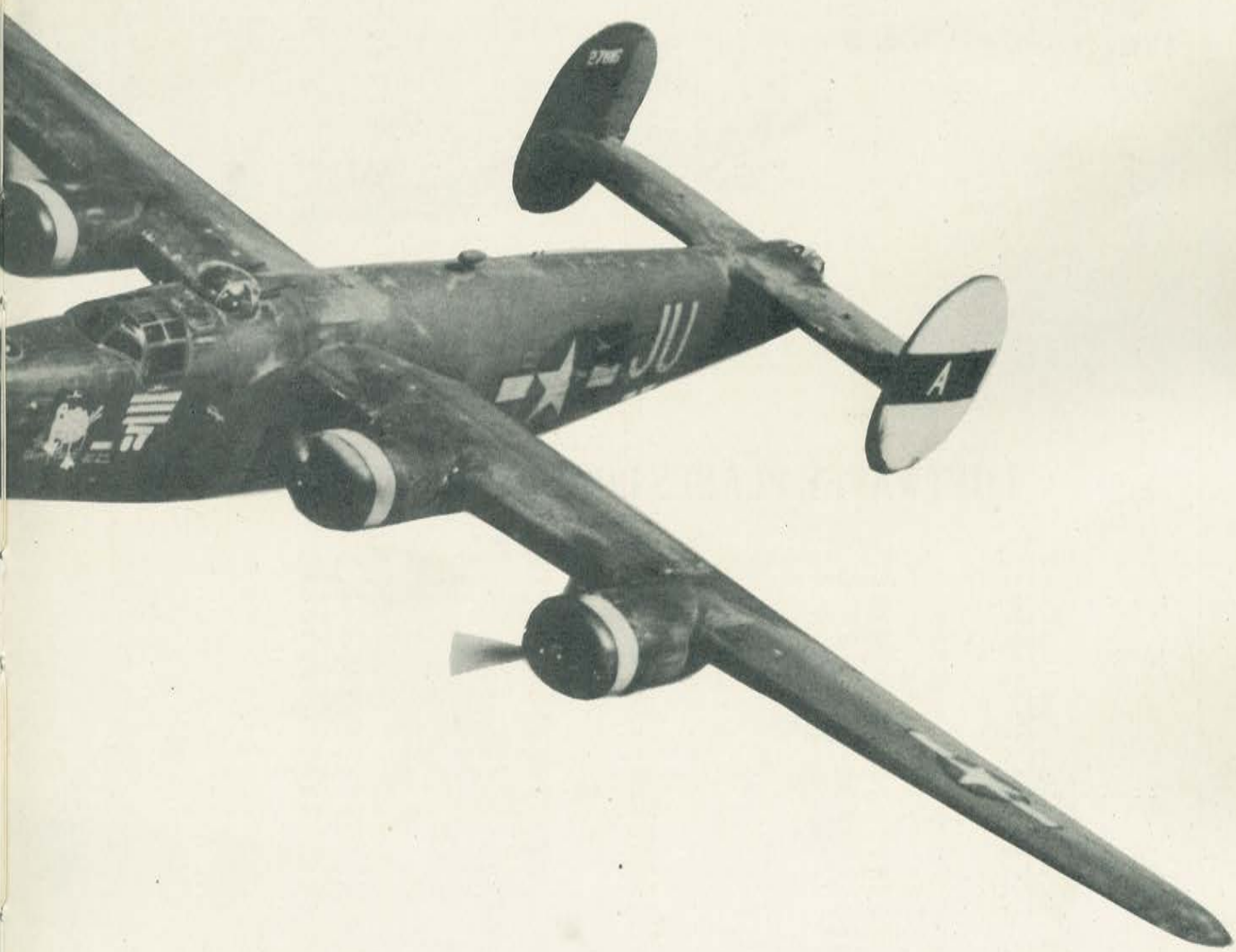






OUR RECORD IN THE ETO

		Sortie	Airplane Credit	Tons Bombs Dropped	Aircraft Lost
1943	December		120	302.3	5
1944	January		205	366.3	0
	February		350	622.7	4
	March		333	590	7
	April		345	805.7	5
	May		478	1197.3	2
	June		696	1755.41	6
	July		631	1468.33	7
	August		605	1486.15	8
	September		328	798	3
	October		492	1317	1
	November		375	1005.24	3
	December		455	1167.28	4
1945	January		325	667.86	0
	February		485	1019	0
	March		632	1351.26	2
	April		404	899.12	1
			7259	16,818.95	58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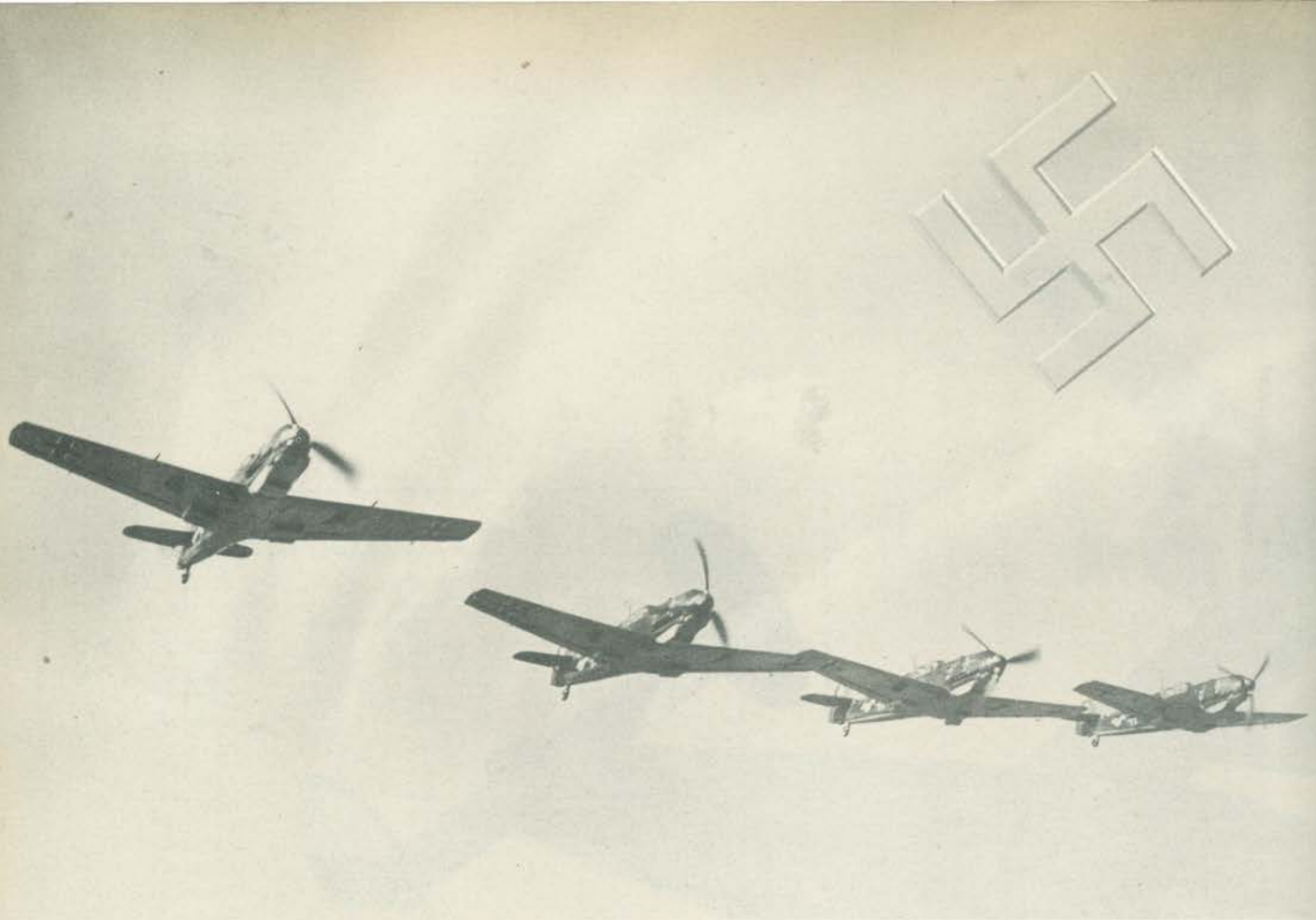


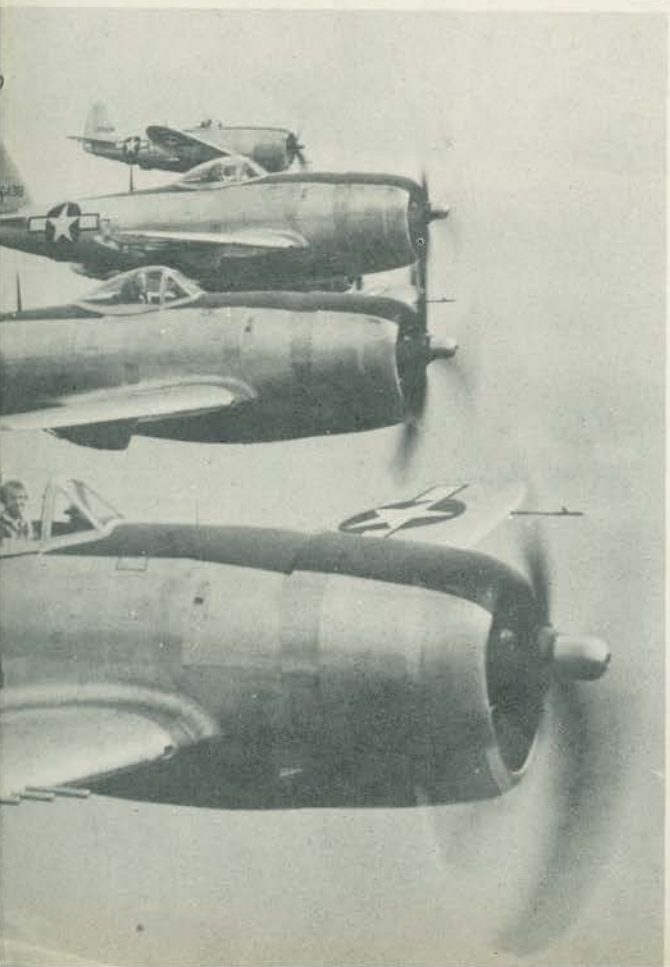
LUFTWAFFE PLANES DOWNED BY 446TH

Date	Name	Squadron	Position	E/A
22-12-43	Sgt. L. C. Duckworth	705	Ball Turret	Me-109
5-1-44	E. J. Partridge	706	Ball Turret	Ju-88
2-2-44	T. J. Pretty	704	Nose Turret	FW-190
25-2-44	R. L. White	707	Left Waist	FW-190
25-2-44	R. C. Oliver	707	Tail Turret	FW-190
25-2-44	P. F. Kartovsky	706	Nose Turret	Me-109
23-3-44	M. M. Sok	704	Tail Turret	Me-109
8-4-44	R. N. Bohen	704	Left Waist	Me-109
8-4-44	W. M. Cagney	705	Nose Turret	Me-109
8-4-44	G. R. MacLeod	705	Tail Turret	Me-109
8-4-44	J. J. Malone	705	Tail Turret	Me-109
8-4-44	A. J. Murphy	705	Tail Turret	FW-190
8-4-44	J. W. Parkin	704	Ball Turret	Me-109
8-4-44	S. W. Raley	705	Tail Turret	Me-109
8-4-44	F. J. Sammartino	705	Nose Turret	Me-109
8-4-44	M. C. Sears	707	Right Waist	Me-109
9-4-44	J. F. Ervin	706	Nose Turret	Me-109
9-4-44	J. W. Miller	706	Right Waist	FW-190
22-4-44	J. P. Bowes)	707	Left Waist)	
	H. F. Johnson)	707	Tail Turret)	Me-109
22-4-44	W. H. Ingraham	706	Right Waist	Me-109
22-4-44	C. W. Knappenburger	707	Top Turret	Me-109
22-4-44	O. J. Milliard	706	Right Waist	Me-109
22-4-44	G. W. Morrison	707	Right Waist	Me-109
22-4-44	S. H. Sobotka	706	Tail Turret	FW-190
22-4-44	M. H. Van Dyke	707	Right Waist	Me-109
11-5-44	J. G. Forrest	706	Tail Turret	Me-109
12-4-44	F. S. Romano	706	Tail Turret	Me-410
19-5-44	C. B. Saia	707	Top Turret	Me-109
19-5-44	C. E. Hoover	706	Nose Turret	Me-109
19-5-44	P. W. McCullough	704	Ball Turret	Me-109
19-5-44	J. W. Parkin	704	Ball Turret	FW-190
19-5-44	W. D. Maisenhelder	704	Top Turret	FW-190
19-5-44	E. S. Gabbard	706	Nose Turret	Me-109
8-6-44	S. F. Campbell	706	Tail Turret	Me-109
8-6-44	W. F. Cajner	704	Tail Turret	FW-190
12-6-44	E. B. Green	707	Left Waist	Me-109

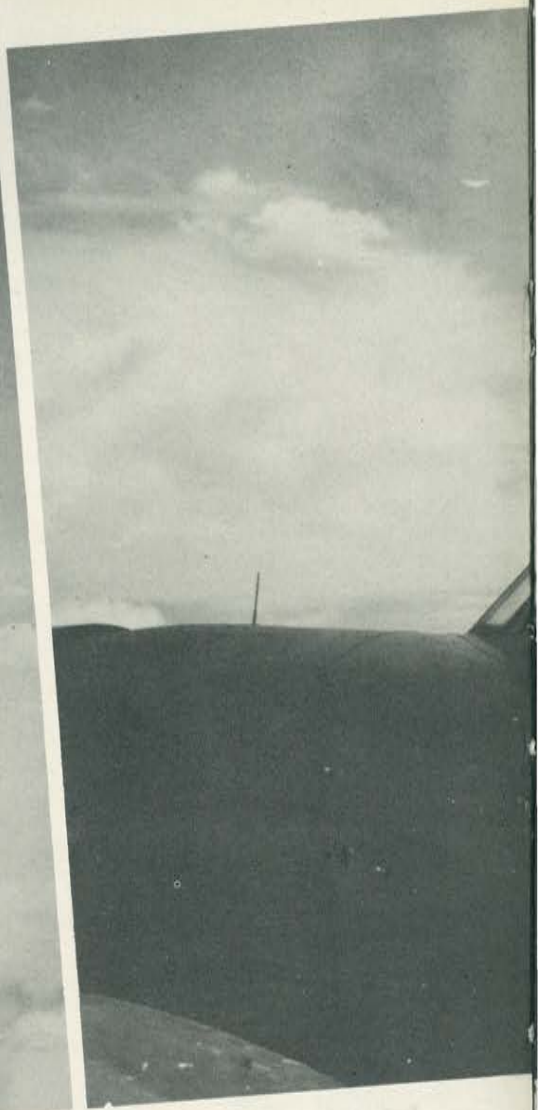
OUR LITTLE FRIENDS

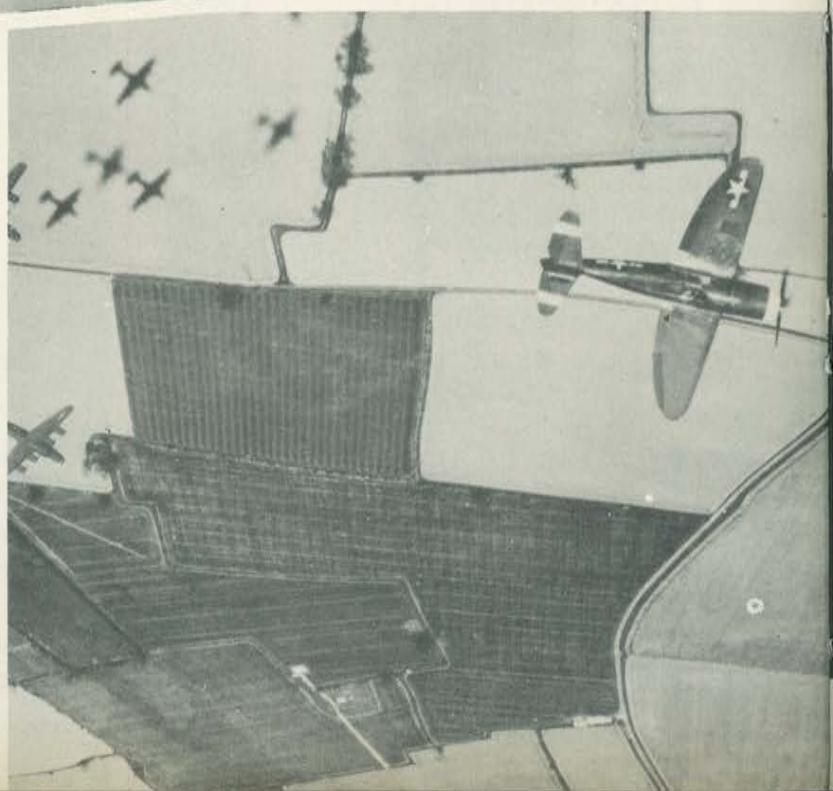
The fighters were the boys who gave cover to the heavies, but not exclusively because they went out on their own strafing and bombing. Yet, when the word "Bandits" came over the radio the Thunderbolts and Mustangs were immediately weaving in and around the formation looking for the Nazis.

The Jerry concentrated on his defensive fighter strength, and with the advantage of fighting over his own country he gave the fighters many rough times. Yet, the scoreboard shows that more than four Nazi fighters for every Eighth Air Force fighter were downed.

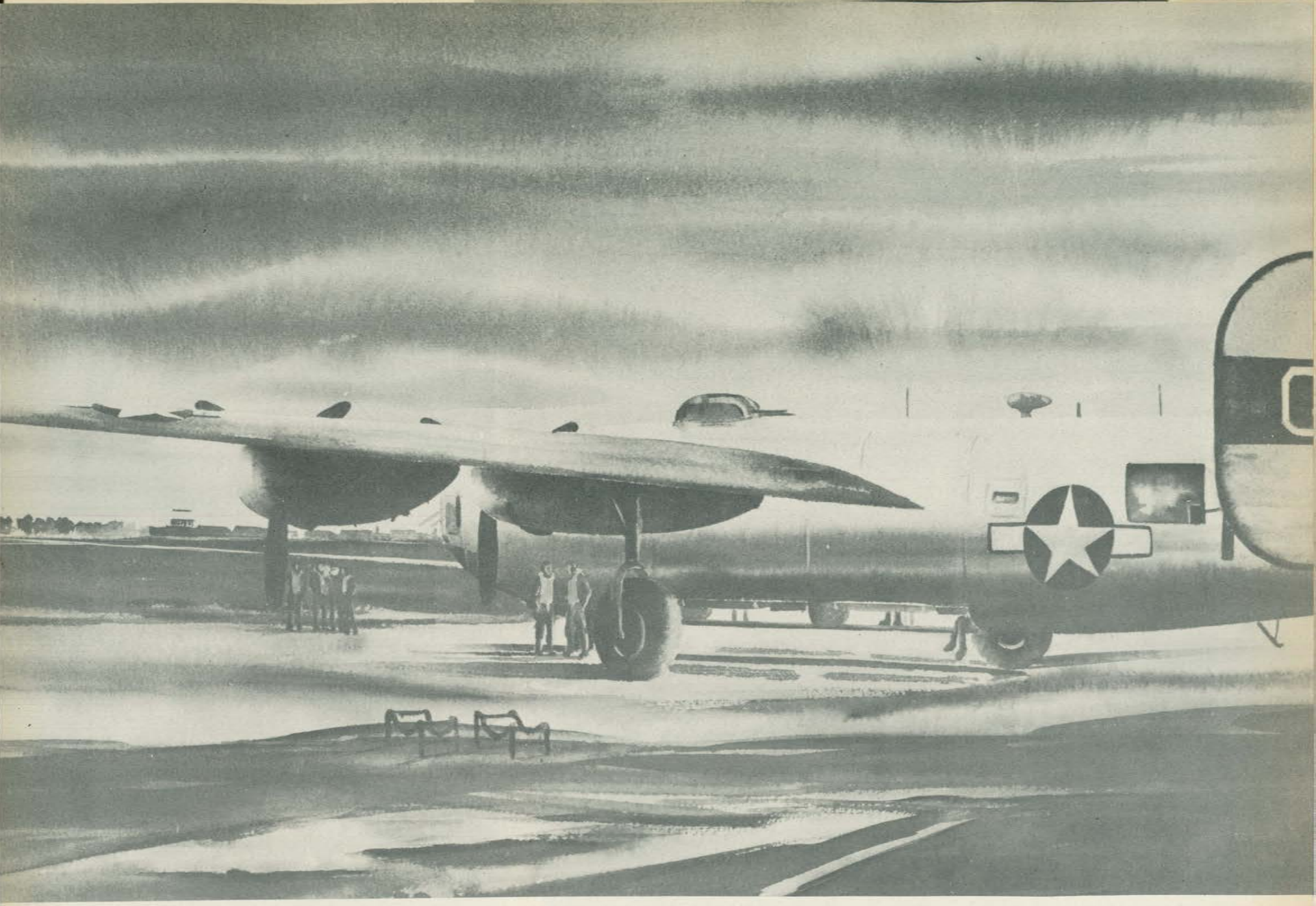


When the cry "Bandits" was heard, our fighters were immediately weaving in and around the formation. We had all of them—P-38s in the early days, then Thunderbolts and Mustangs.





Princess Pat
UN



1. EARLY TAKE-OFF—DRAWING BY MAJOR JOHN T. McCOY, JR.

January 1945—Old Man Winter moved in to reign as king in East Anglia. Working through the cold wintry nights, the ground men swarmed the runways plowing snow, scraping ice and spreading sand and salt to put the field in shape for the early morning take-off.

Our planes took off from slippery runways amid snow flurries, flew through blizzards en route to their targets behind the German armies and returned to land in snowstorms. The airmen had to battle almost impossible flying conditions. Temperatures at altitude plunged to 55 degrees below zero, the planes churned up dangerously heavy contrails, windows frosted up, ice covered pilots' windshields, planes bounced in rough air, and visibility at times was so poor that pilots could see only the wing tips of planes flying along side.

PRISONERS OF WAR

In three days Eighth Air Force planes brought over 9,000 Allied prisoners from Stalag Luft No.1 at Barth, Germany. Above, an "unusual" mess hall at a P. W. camp. Below, liberated Allied prisoners step out on the two mile march from Barth to the airdrome where planes wait to return them to friendly hands.

IMPRESSIONS OF THE FIRST MISSION

There was always the "first mission" to sweat out. The following quotes were collected from crews just back from their "first" while they were munching sandwiches and drinking coffee spiked with Scotch. The men were sprawled on tables and sitting on benches in the interrogation room. They were tired, drawn and shaken. The cockiness typical of flyers was not present and would not be for some time. But they talked and as they talked one could gather a picture of that first flight over Germany.

Pilots—"I saw a wall of flak over the target. I was leading the formation and knew we had to go through it. I could feel my fanny grip deeper and deeper into the seat cushion. All of a sudden I was asking myself, 'What the hell am I doing up here'?"

Another pilot less concerned about flak said, "I was too busy fighting prop wash to worry about fighters or flak."

Co-pilots—"When I saw my first burst of flak, I just laughed and said it couldnt hurt anybody—just about then I saw a ship burst into flame from a direct hit."

"My mouth was drier than hell as we approached the flak-covered target — I just couldn't swallow."

Navigators—"I tried to take up the smallest amount of space possible. I wanted to pull down my flak helmet so far that all you could see would be a couple of little feet sticking out under it."

"I wasn't able to see the ground at any time on my first mission—but I saw plenty of flak. I think I sweated it out more on the ground before take-off than I did once we were in the air."

"I saw flak about ten miles away and it scared me stiff. It suddenly dawned on me that I was in battle."

Bombardiers—"Up in the nose turret I got a good view—more than I wanted to see. The whole show as just like a movie, but the first little bunch of flak I saw cured me of any lackadaisical feeling I had."

"As we flew into enemy territory I was waiting for something to happen—I didn't have much of a wait. The Heinies started throwing flak at us and it looked real pretty until I saw a plane explode showering the sky with pieces of a ship. Two inflated dinghies floated down to earth. It was a funny sight watching them float down like Tony Sarg balloons in Macy's Thanksgiving Day parade, but I couldn't laugh."

Radio Operators—"I never realized I was in combat until I saw flak and then knew some one was trying to shoot me."

"I wasn't upset on my first mission. I didn't know what to expect. Seeing flak burst was a good show and it looked pretty. And is was fun watching dogfights in the sky. But as soon as I hit the ground I started to sweat out the rest of my missions."

"It seemed as though we were going to spend the day hanging around the target playing clay pigeon for the Nazi gunners, and it kept getting hotter and hotter. I was a happy chick when we turned and headed for home."

Waist Gunners—"I was scared two times—first, at the briefing and before take-off, and then when I saw four Me-109s in a row right outside my range. Before I knew it they peeled off and were coming in at me. I started firing short bursts at one and kept pouring it into him for about two hundred yards. He started to smoke and then burst into flame. The ship looked like a falling leaf hitting the ground. That was a good feeling and I wanted more."

"I wasn't upset because I didn't know what to expect—and then all at once I saw flak bursting and fighters whizzing by my window —frumpf—without getting a chance to swing my guns at them. By then I was scared, and I realized the Heinies were playing for keeps and they meant to knock us down."

Tail Gunners—"I saw two ships behind us pick off two stragglers. Before I knew it I was perched out there alone—it wasn't a pleasant feeling."

"The dam flak just kept following our ship. I was waiting for it to hit us."

Ball Turret Gunners—"I didn't mind seeing the flak but when I heard it explode and pepper the ship, then I was scared."

"I didn't see very much but a piece of flak came in and took a chunk out of my seat."

All missions were not as exciting as the "firsts" above. Some of the quotations read "the milk run of milk runs—no flak, no fighters our fighter support was excellent—Jerry couldn't touch us—make the rest of my missions like that one."

THE LAST MISSION FOR LT. DONALD RYERSON—FIRST MAN TO FINISH A TOUR.

HEROES ALL

A 704th pilot received the Silver Star posthumously for sacrificing his life on the February 24th raid to Gotha. During the bomb run his aircraft sustained a direct flak hit on the left wing causing the ship to stall at 160 MPH. After successfully bombing the target the formation slowed down and the plane stalled, starting a spin to earth. The pilot gave the order for all men to stand by to bail out. Forced to leave the formation he righted the ship and headed for England. For forty-five minutes he flew unescorted and was exposed at one time to an attack by an Me-109.

Circling over Flixton the control tower gave instructions for all men to bail out and the plane made two runs over the field while seven men hit the silk. With the navigator and co-pilot, the pilot headed for an emergency landing field. Descending to 4,000 feet the pilot circled the field to land. The landing gear was down but the nose wheel was not. The co-pilot was working on it when all four motors quit due to lack of fuel. The pilot ordered the navigator and co-pilot to jump while he worked the controls to avoid hitting an M. P. Barracks. The ship crashed before he could leave the plane.

* * *

A pilot flying his fifth mission was over Ludwigshaven when his plane was hit by flak. On the way home the plane was again hit while over Holland. Gasoline which was leaking after the early hit ignited and flames broke out in the front of the plane. The pilot, struggling to control it, rang the bail-out bell. Six men jumped. The last man jumping at 5,000 feet. At that time the pilot with flames about his face was still holding the aircraft under control so the others could jump. He and four members of the crew failed to get out. Two of the crew members who landed and evaded capture by the Germans credited the pilot's heroism and self sacrifice with having saved their lives while holding the plane under control so they and others could jump safely.

* * *

Fifty miles from the target at Berlin a 707th ship met enemy fighters attacks and lost No. 1 engine. The aircraft received further damage from two more attacks by Nazi fighters and intense anti-aircraft fire after it headed for home. No. 2 and No. 3 engines failed before crossing the enemy coast. The pilot ordered the crew to prepare for ditching. From that time on, the radio operator established and maintained constant contact with Air-Sea rescue until the plane hit the water. He did such an excellent job that the rescue launch was only a few miles away at the time of ditching. The aircraft broke in half when it hit the water. The radio operator went down with it when it settled.

* * *

A plane crossing the Rhine river on return from a mission to Cologne was hit by flak. Number 4 engine went out immediately and No. 1 was lost a few minutes later. Both engines were feathered, the plane lost altitude and the crew threw out guns, flak suits and equipment to maintain altitude. The pilot decided to land on an emergency field near Brussels. On the approach he saw he was landing long and tried to go around to have another try but failed. The plane caught fire before it stopped skidding. It hit the ground and bounced, ripping off the wheels. Flames broke out in the bomb bay and forward part of the plane.

The radio operator and nose turret navigator were still alive in the plane which was smoke filled and burning fiercely. The navigator attempted to get through the top hatch with the radio operator behind him. He pulled himself half way out and fell back. It was then that the radio operator performed an act of heroism and self-sacrifice which resulted in saving the life of the navigator and the loss of his own. He picked up the navigator, lifted him through the hatch and pushed him so that he slid clear of the ship. The sergeant, apparently overcome by smoke did not get out.

At the same time the bombardier and engineer who were the first out of the burning plane, and disregarding the imminent danger of exploding gasoline tanks, broke the glass in the co-pilot's window and dragged the co-pilot who was almost suffocated through the narrow opening. By this time the plane was burning fiercely. Then they pulled away to safety the navigator who had collapsed in front of the plane after being pushed clear by the trapped radio operator.

* * *

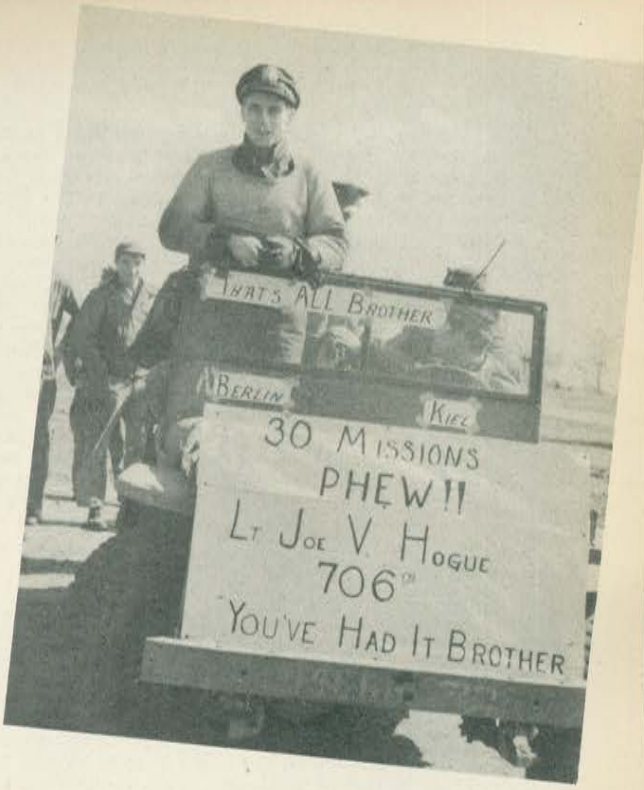
A waist gunner flying his second combat mission displayed gallantry in action over Frankfort. After bombing the target his aircraft was forced to leave the formation when three superchargers ceased to function and the plane straggled after losing altitude. At about 4,500 feet an enemy fighter pressed a vicious attack closely on the tail where the tail gun was inoperative. The waist gunner damaged this enemy fighter. Later, with the aircraft flying at tree-top level over Belgium, an enemy fighter raked the plane with 20mm explosive shells, seriously wounding the gunner in both legs, an arm and one hand. In spite of his pain, he remained at his guns helping to ward off at least three more enemy attacks before leaving his position to submit to medical attention.

* * *

On the March 5th mission to Mont-de Marsan, France a plane lagged behind the formation. A short while later three ME-109s made a pass from 2 o'clock and knocked a two-foot hole in the right stabilizer. One 20mm shell went through the right waist window and exploded, injuring the right waist gunner severely in the leg and hitting the left waist gunner in the lower back. The left waist gunner was paralyzed from the waist down and dropped to his knees. Nevertheless he stayed with his gun and kept firing at the enemy aircraft as they made another pass. He advised the pilot two men were wounded and tried to give first aid to the other injured waist gunner. He stayed at his guns during the remainder of the flight although he lost consciousness three times because of the pain from his wounds.

* * *

A 707th ship was attacked by approximately 20 Me-109s just twenty minutes after bombing Hamm on April 22nd. The aircraft suffered considerable battle damage and the navigator was injured. Engine controls were shot away and the plane could not sustain altitude due to engine overheating. The rudder controls were damaged, nose wheel tire flat and radio compass out. The pilot brought his craft back to England but was unable to land due to an enemy intruder air raid in progress that night. When the situation became critical and he was unable to keep his plane in flight any longer, he left the formation and was making a forced approach to a landing field after having fired the necessary red flares. When about 50 feet above the runway another bomber came in from the right and crashed on the runway in front of the disabled craft. A collision was avoided only by the extraordinary skill displayed by the pilot who succeeded in lifting his plane using every possible trick and then, losing altitude rapidly; he managed to land his aircraft on another runway before the engines gave out.


THAT'S ALL BROTHER
BERLIN
KIEL
30 MISSIONS
PHEW!!
LT JOE V HOGUE
706TH
YOU'VE HAD IT BROTHER

"RONNIE"

On the day that the Group flew its 200th mission the veteran "Ronnie" flew its 101st mission. "Ronnie" was the kind of a plane pilots dream about. It went overseas with the Group and returned to the States when the Group was to be redeployed. Today, oil-stained and with her big, fat sides showing the scars of a year and a half of combat, she stands wing to wing with hundreds of other war-weary and obsolete planes about to face the indignity of being scrapped.

The story is both inspiring and tragic. Like the Group, it started in Denver. Staff Sergeant Ronald Gannon of Zanesville, Ohio was a waist gunner on Lt. Casteel's model crew. He was a tall, good-looking boy and a crack shot. Then before the group went overseas something happened to Ronnie. On the skeet range, he would miss targets which once had been easy for him. His coordination seemed to be gone. Finally he went to the Lowry Field hospital where he died of the same obscure disease which caused the death of the baseball star, Lou Gehrig, a slow paralysis which destroyed his nervous and muscular coordination.

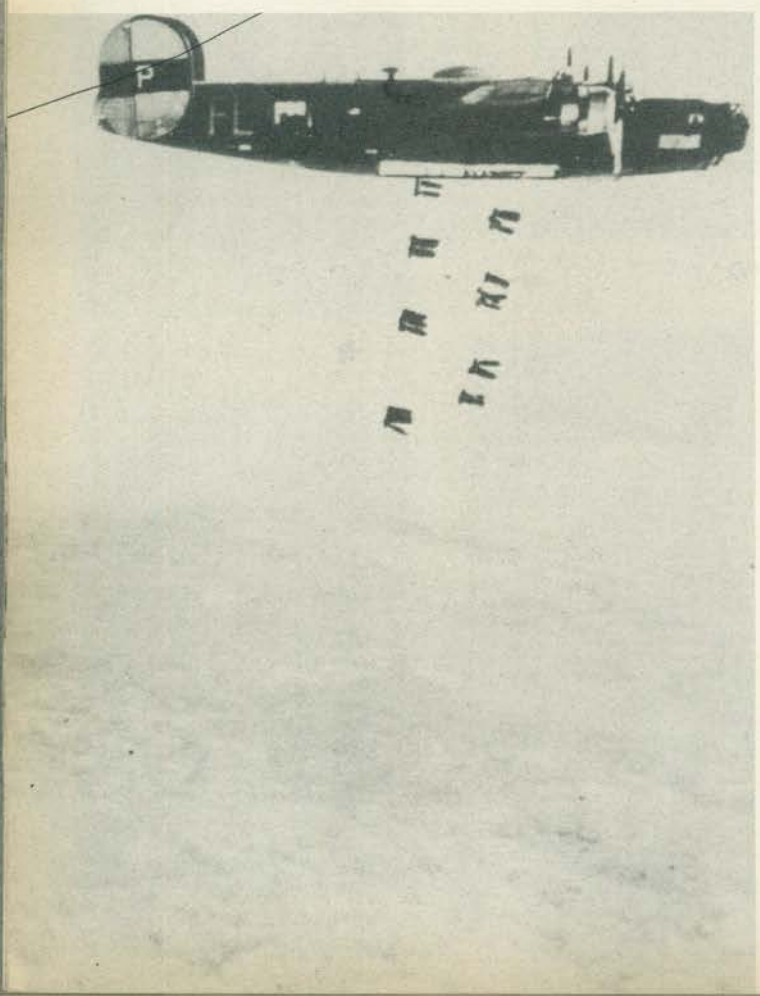
His crew and pilot named their plane "Ronnie" and flew it across the Atlantic. Strangely, the ship seemed to follow the tragic pattern of its namesake. The ground crew would tune it up for a bombing mission and "Ronnie" would take off. Soon it would be back with trouble in its engines. Four times "Ronnie" came back without completing a mission.

"Ronnie" was then put in the care of Master Sergeant Michael P. Zyne. He felt they were handing him a lemon, but he worked long hours on the plane and got the bugs out. During the period January 5, 1944 to March 11th "Ronnie" never missed a scheduled take-off. It had a few bad moments.

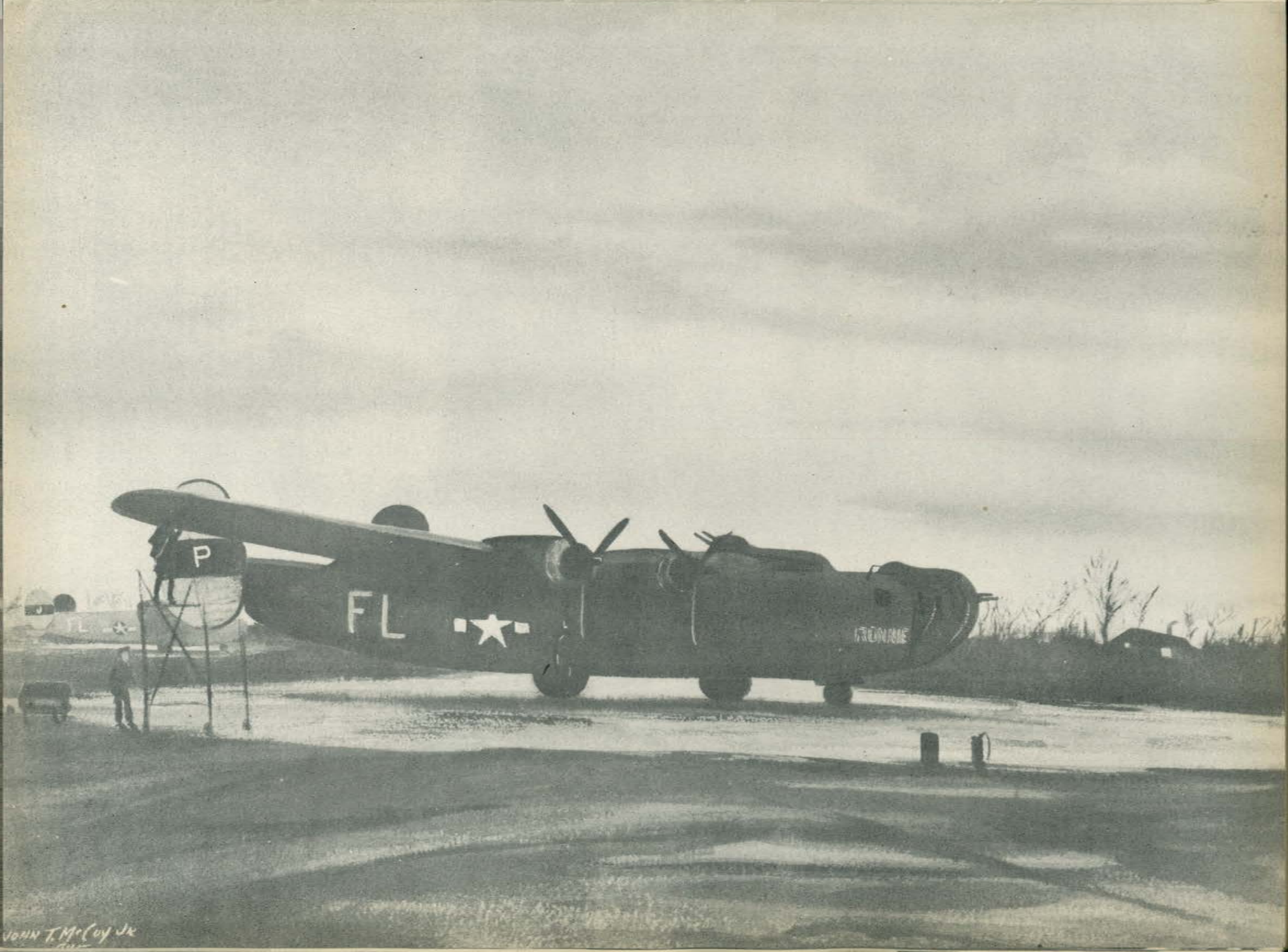
One morning the pilot who flew the plane most often took it on a mission and had an oil line shot out. That afternoon he started to take off on a second mission in another plane, skidded and crashed. He and his crew were killed.

"Ronnie" went on to extend its string of consecutive completed missions to seventy-nine before once turning back short of the target. One year to the day after "Ronnie" started its streak it was forced down in France. Mechanics repaired the ship and it was returned to the Group.

Few men in the Group knew Ronnie Gannon—only the originals who started out at Tucson. Many of the crews who flew with him in the States completed their tours early and left the Group. Others were killed in action. It's too bad he couldn't have been in on the show but the Lib carried on his mission—for Ronnie.



A day with the "dream" ship—Top, mechanics tuning engine for mission. Left, "Ronnie" over Rheine. Major McCoy's painting (opposite page) was made after the plane had been bedded down for the night.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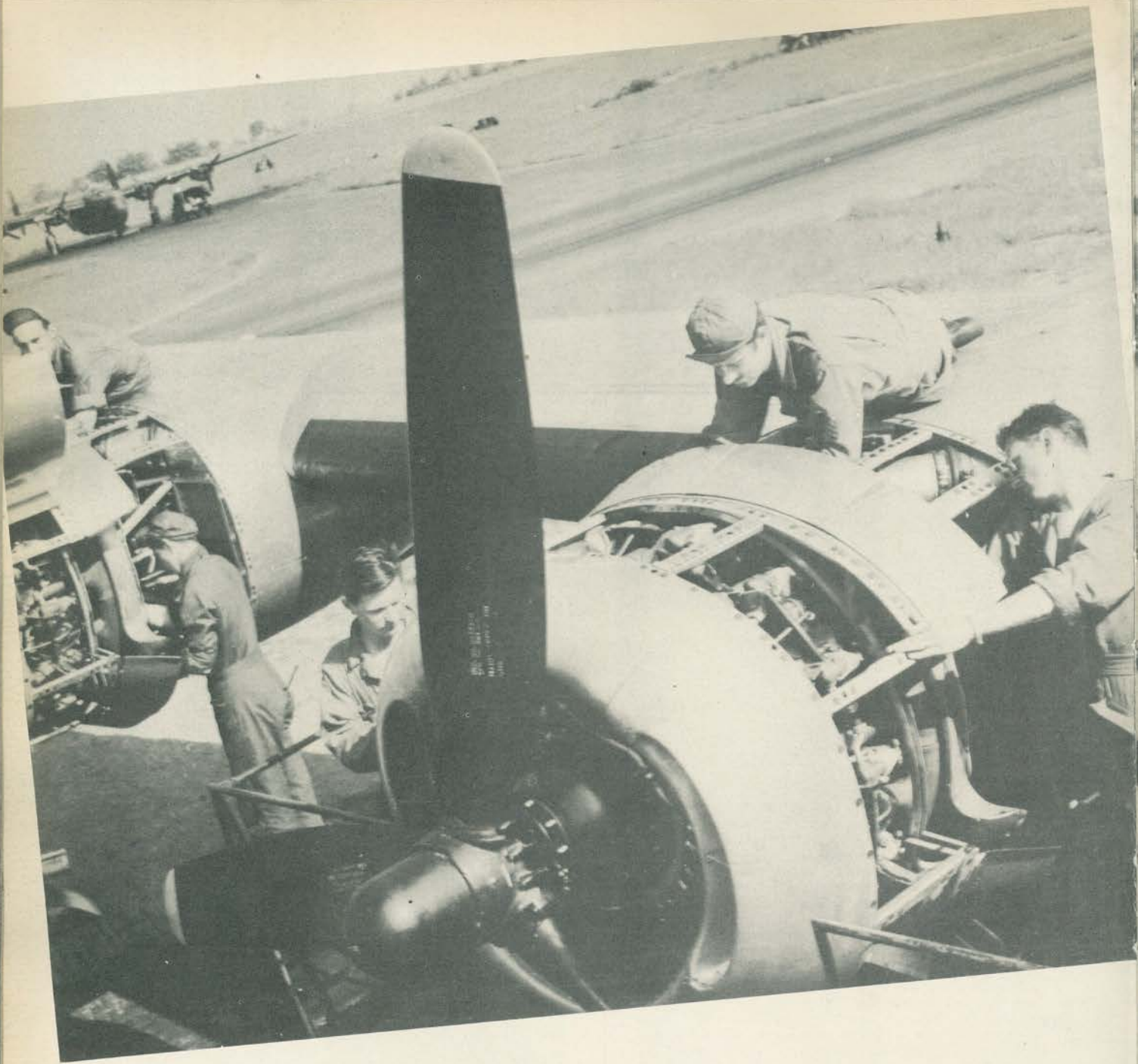
FL
JOHN T. McCOY JR



THE MEN ON THE GROUND

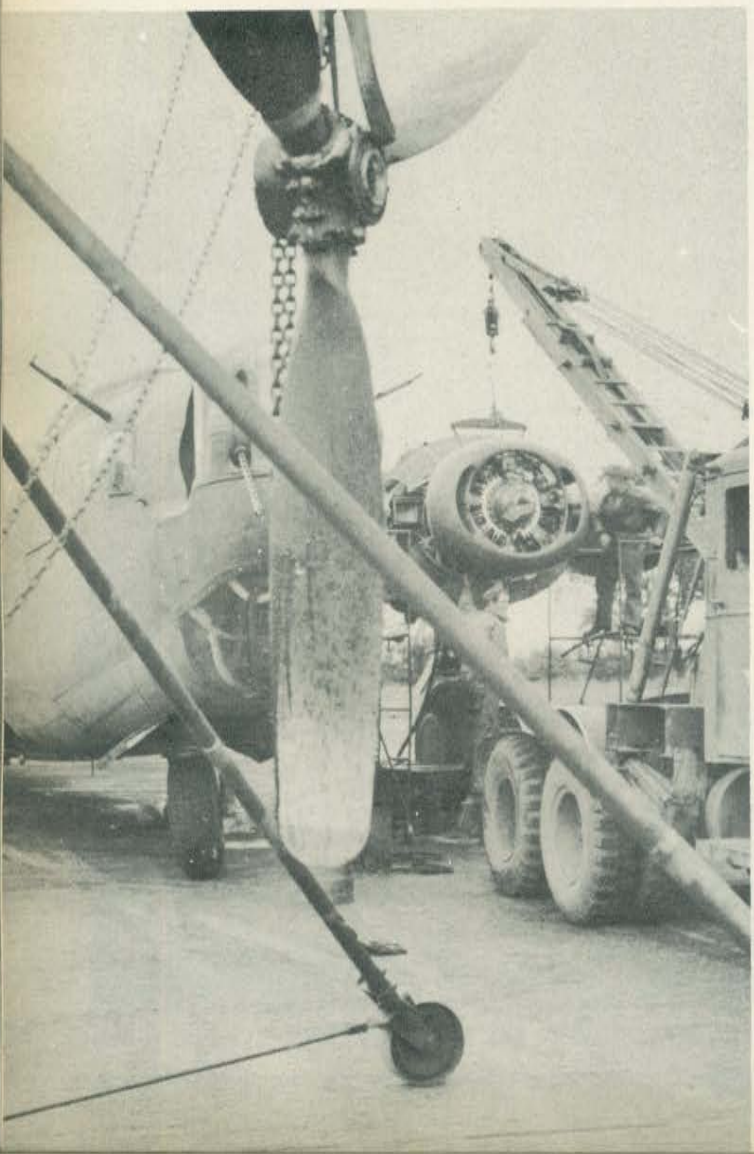
On the ground men fell the responsibility of making certain that the planes and crews would be ready to take off from Flixton each day of a mission. The engineering section made certain the motors and framework of the Libs would not fail, the armament workers made certain the guns would not jam at a crucial moment. Other ground men checked fuel, navigational and bombing equipment. The planes must be ready to fly.

They were a part of the men. Each ground crew worshipped its ship and crew that represented them over the targets of Germany. And too, they realized the value of life—of the ten men flying in the plane.

The other members of the ground echelon worked to make certain that things would run smoothly—the men working in mess halls, the drivers who took the fliers to their planes, the operations and intelligence clerks who readied the information of the mission. Each man in the Group, while not flying on the operational flights, helped to put each plane in the air. They had pride in their work. And the air men respected the ground men and the work they did.

There was teamwork and fighting spirit at Flixton.

AN ORDNANCE-ARMAMENT TEAM READY BOMBS TO BE DELIVERED TO THE PLANES.



P

MAJOR GENERAL KEPNER ON INSPECTION TOUR OF THE BASE

Brass Visits

GENERAL TIMBERLAKE AND COLONEL

BRIGADIER GENERAL TIMBERLAKE AWARDS BOMBING PENNANT TO COLONEL CRAWFORD.

The Base

CRAWFORD INSPECT GUARD OF HONOR.

THE DIVISION LEADER INSPECTS BOMBSIGHT VAULT.

"WE FLEW THIS WAY" —KEPNER TO TIMBERLAKE.

B-BANNER

A blue and white pennant was hoisted over the Group headquarters on the Sunday morning of the Eighth Air Force's third anniversary. The Group was the initial possessor of the 20th Wing's B-for Bombing pennant, presented by Brigadier General E. J. Timberlake, Jr., Wing Commander, for efficiency in bombing. As it flew under the Stars and Stripes it was a constant reminder to all personnel that the Group led the Wing with the best bombing.

General Timberlake presented the pennant to Colonel Crawford and then reviewed the guard of honor, and addressed the men assembled to celebrate the third anniversary of the Eighth Air Force's activation.

CHAPLAINS

RELIGIOUS SERVICES WERE HELD ON THE POST AND BEFORE EACH COMBAT MISSION CHAPLAINS GANNON AND MURPHY WERE ALWAYS AVAILABLE TO THE MEN.

CHAPLAIN GANNON

CHAPLAIN MURPHY

ALL WAS NOT WORK

THE RAF TURNS THE BASE OVER TO EIGHTH AIR FORCE

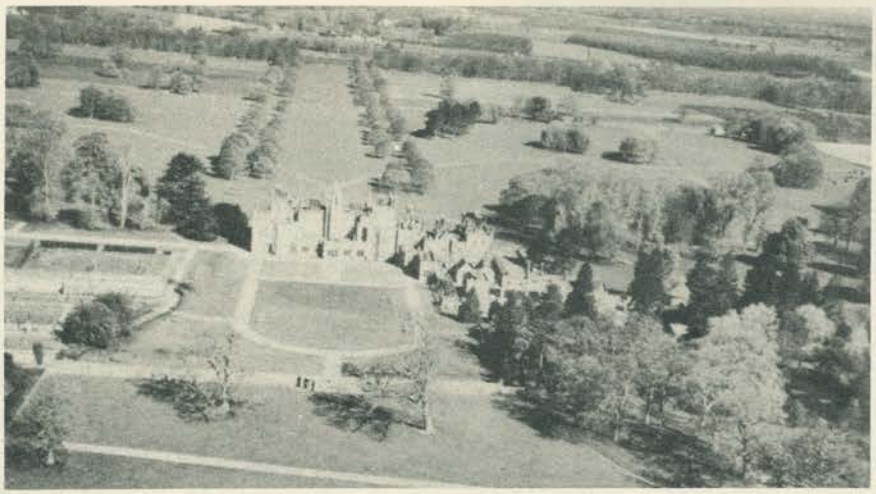
AROUND THE BASE

XMAS 1944
WITH OFFICERS
SERVING
AS K.P.s

MERRY CHRISTMAS

TOP, RED CROSS CLUB-MOBILE, AND BARBECUE CELEBRATING V-E DAY. BOTTOM, COLONEL SCHMIDT ADDRESSED GROUP ON V-E DAY.

A U. S. O. SHOW VISITS
THE BASE.



EAST ANGLIA

Bungay was the nearest town to the base. Norman conquerors back in the eleventh century had tagged the place "Bong Eye." An urban district in East Suffolk, it was about 113 miles northeast of London.

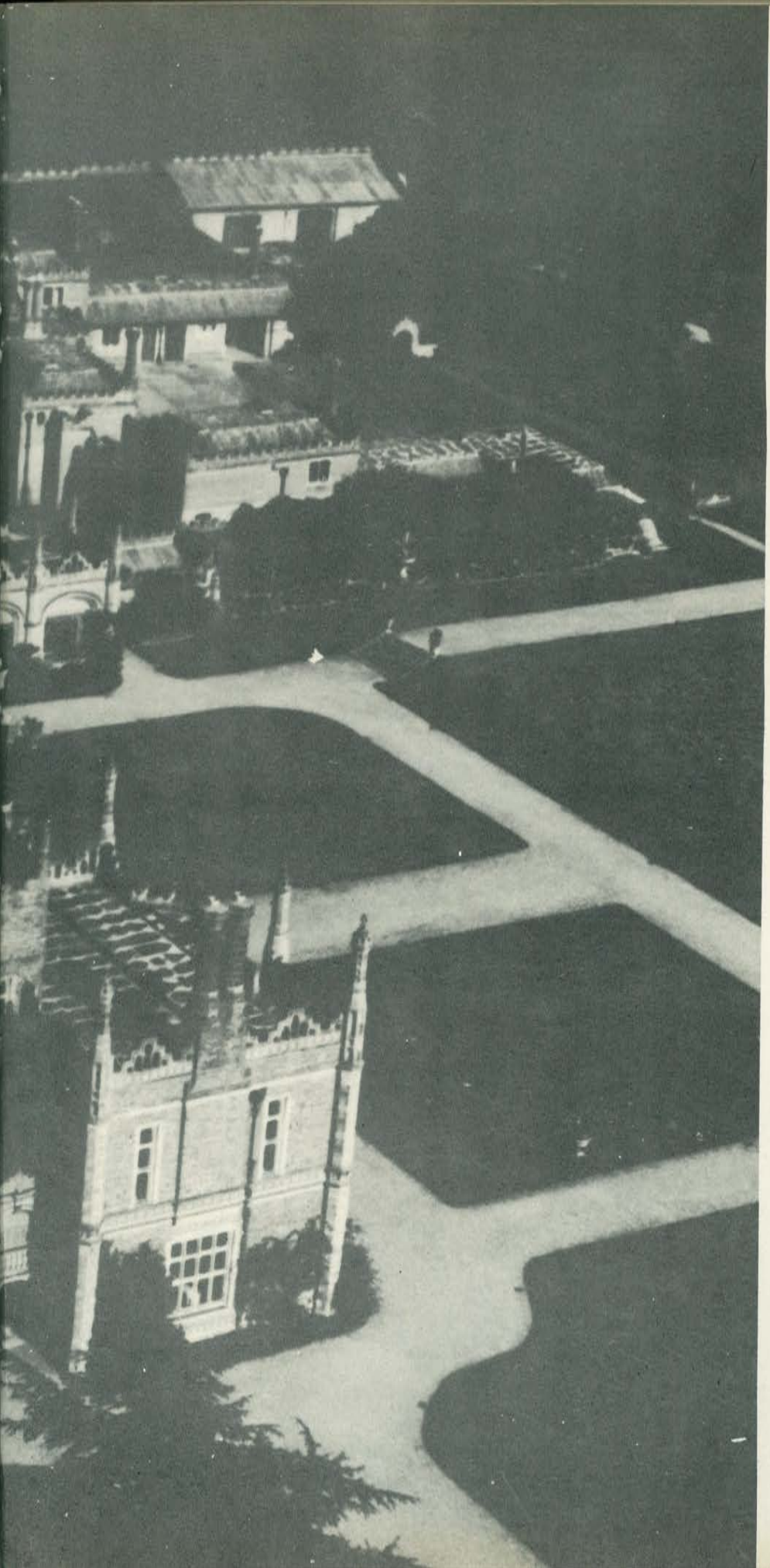
The town was rich in historic lore. There was a castle which had been the stronghold of the powerful family of Bigod, a Norman follower of William the Conqueror in 1075. The ruins of the castle were hidden away, covered with ivy and moss, but not really hidden from one who wanted to chase down Bungay streets looking for historic landmarks.

Even the Devil, himself, figured in Bungay's history. The Devil was supposed to have paid the town a visit one Sunday morning in 1577. Appearing as a black dog, he ran among the congregation in church and strangled two parishoners. Today, the black dog is still in Bungay, but he swings on a weather vane in the town square.

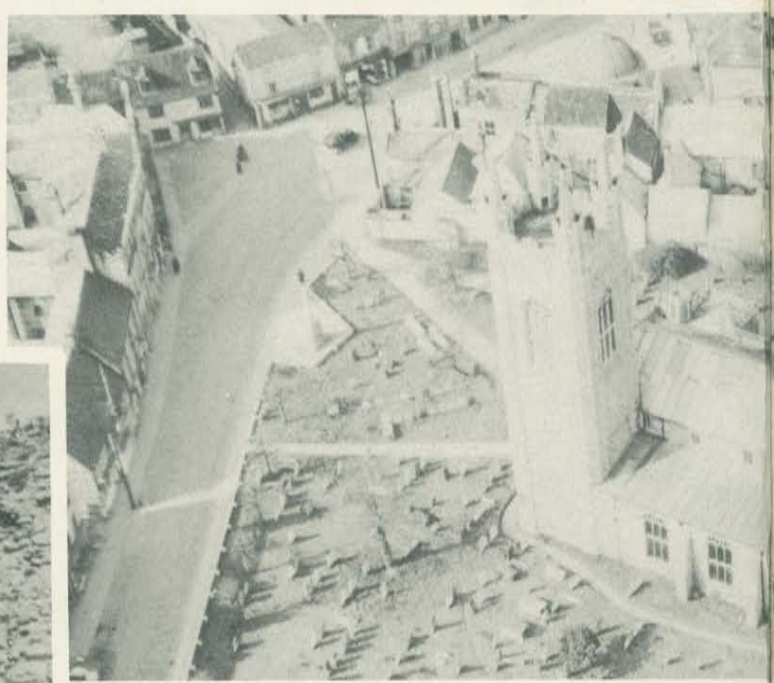
In 1258 an Augustinian nunery was founded at Flixton. An ivy covered arch standing by the moated farmhouse near station headquarters is all that remains of it.

The memory of Bungay and England will always remain with men of the Group, but it will not be one sided for England will always be reminded of our stay—with the Second Division Memorial in the Library in Norwich, monuments and stained-glass windows donated by various Groups to churches throughout East Anglia. And the white crosses in the cemetery near Cambridge.

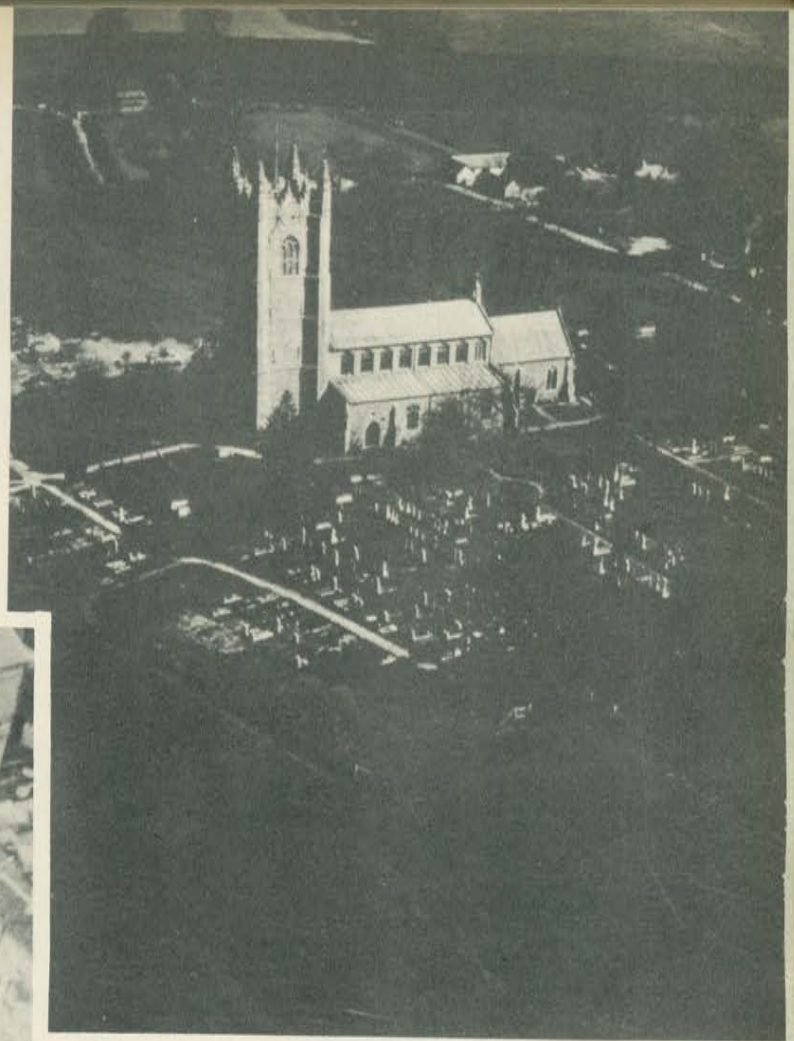
For years to come the British will be chewing gum and using American slang. And finally, the brides that many of the men of the 446th won over there will help to keep memories alive on both sides of the ocean.

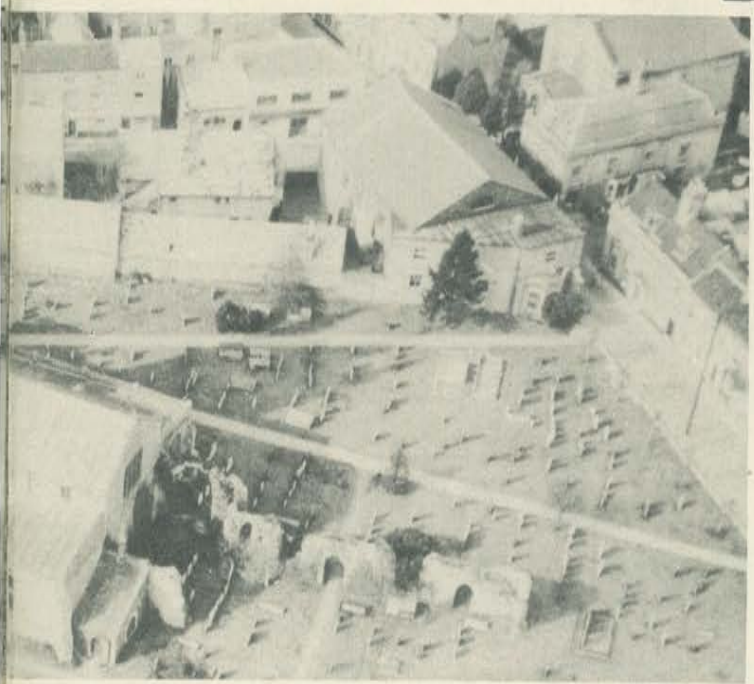


NIGHT FALLS ON FLIXTON HALL.



BUNGAY





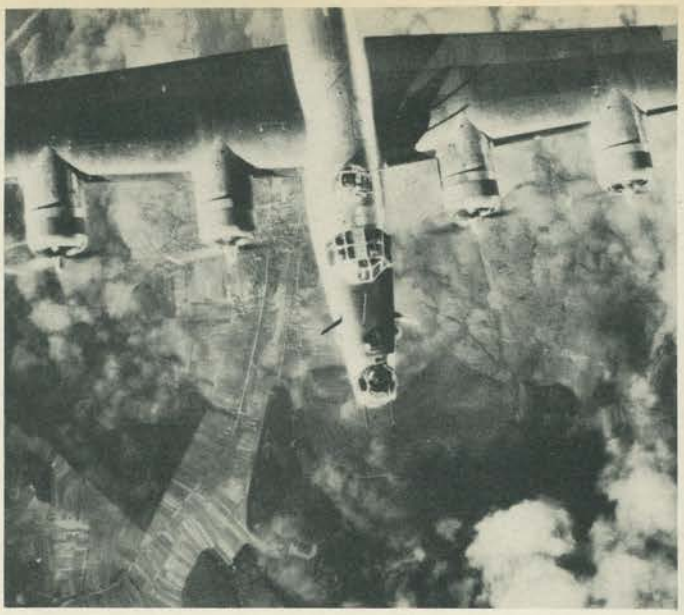
FARMING AT FLIXTON

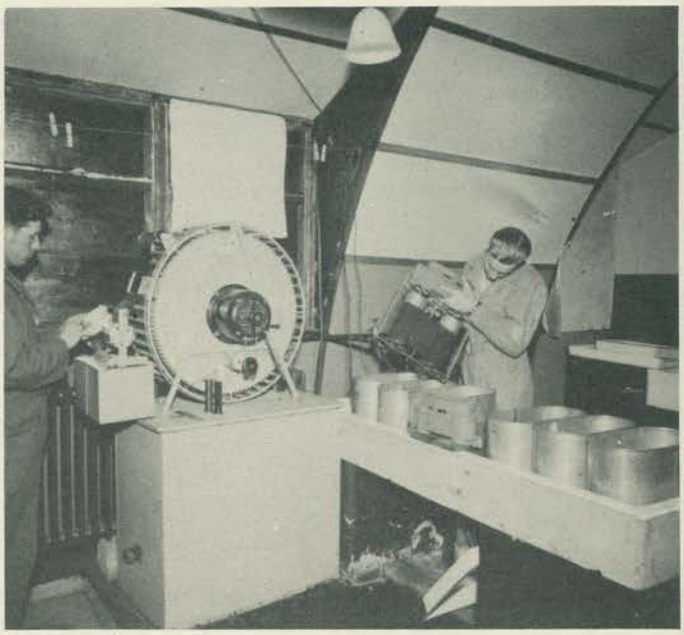
PHOTO LAB

At the end of each mission a number of the planes would stop before taxiing to the dispersal area. The cameras would be removed through the waist window to a jeep which would rush them to the photo laboratory.

The prints would be hurriedly processed so a set telling the story of the bomb run could be sent to the interrogation room, where an estimate of the number of hits would be plotted.

The men of the photo lab did an important job on the base. Besides making the majority of the photos appearing in this book, they serviced and repaired the cameras carried on each mission. They printed after each mission numerous sets of prints to be rushed to Eighth Air Force, Second Division and the other headquarters requiring photos of the bomb strikes.





RETURN OF THE AIR ECHELON

The Eighth Air Force's redeployment plan called for the return of the air echelon to the States late in June, 1945. Each bomber carried 20 men, including its normal complement of ten combat crew members. The other ten men consisted of crew chiefs, armorers and other ground personnel.

After take-off from Flixton the planes assembled at an airfield near Valley, in Northwest Wales, where they came under the operational control of the Air Transport Command.

Weather permitting the northern route was flown, with landings at Meek Field, Iceland; Goose Bay, Labrador, and finally at Bradley Field, Windsor Locks, Connecticut. During adverse weather conditions, planes were routed by the southern route with landings at Lagens Field in the Azores; Goose Island, near Newfoundland, and then Bradley Field.

One plane was lost on the hop from England to the Azores.

After leaves and furloughs the men rejoined the Group at Sioux Falls, South Dakota.

New York U.S.A.

After the air echelon took off for the States, the ground personnel turned to the task of readying the base to be returned to the Royal Air Force. A holding party under the supervision of Major Bitner was left at Flixton.

The advance party left Station 125 on July 2nd—they were to handle the loading of the troops and baggage aboard the transport. The Group, under the direction of Major Stahl, left the base in two waves, arriving at Greenock, Scotland on the 5th and 6th.

The troops left the train and lined up on the pier to board the tenders which would take them out to the ship anchored in the harbor. She was the Queen Mary—the same ship which took the Group to England. As the men passed the transportation officer to board the tender, he snapped out their last names and they replied with their first and middle initials.

The squadrons were divided into two sections as they boarded the great liner, with one-half sleeping above decks while the other slept below. There were over 15,000 men aboard—Americans and Canadians.

At 1730, 6 July 1945, the big ship weighed anchor and was under way passing British men-o'-war as it went out the Firth of Clyde into the Atlantic.

It was a smooth and uneventful voyage. Meals were served twice a day in five sittings. Each soldier was given a button to wear, with a letter on it indicating at which sitting he belonged. Lifebelts were carried and there were boat drills at emergency stations every day.

Life on the boat during the five days at sea was rather monotonous—it was longer for the men who had departed from Flixton on the baggage and loading details. There was an occasional movie, sweating out lines at the P. X. and bargaining with the G.I.s who were selling Lugers and other souvenirs at exorbitant prices—and getting them.

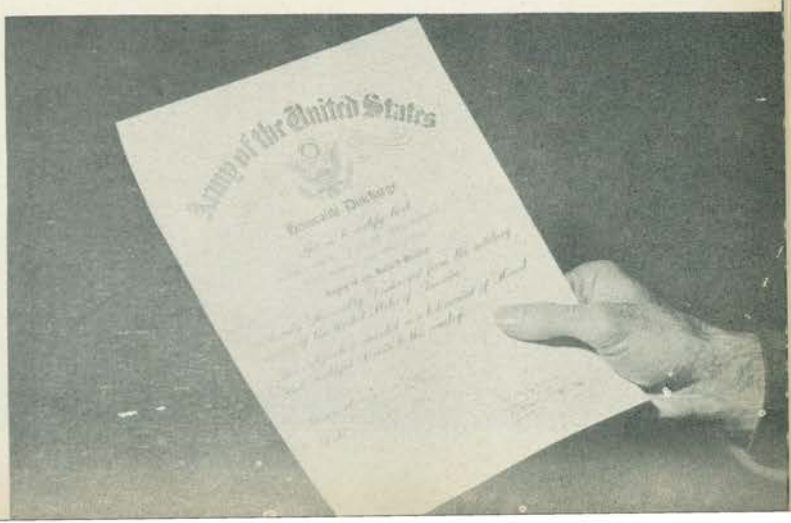
On the morning of July 11th, the Queen Mary steamed past Sandy Hook into New York harbor. Men were up early to get a view of the Jersey coastline, New York greeted the returning veterans royally. Boats whistled their welcome and the men who lined the decks and peered out of portholes saw thousands of workers lining both sides of the Hudson river. A Navy blimp from Lakehurst hovered over the ship, playing tunes unfamiliar to men overseas for many months.

The ship docked at Pier 97 at West 51st. Debarkation was amazingly smooth. The men stood awkwardly on the great pier kidding with the WACs of the Transportation Corps. It was their first glimpse of American girls in the States—cosmetics, stockings and all the trimmings. The Red Cross passed out donuts and milk—the first fresh milk since leaving the States. Ferryboats of the Central Railroad of New Jersey took the men to the waiting trains in Jersey City. The trains took the Group to Camp Kilmer, near New Brunswick, New Jersey.

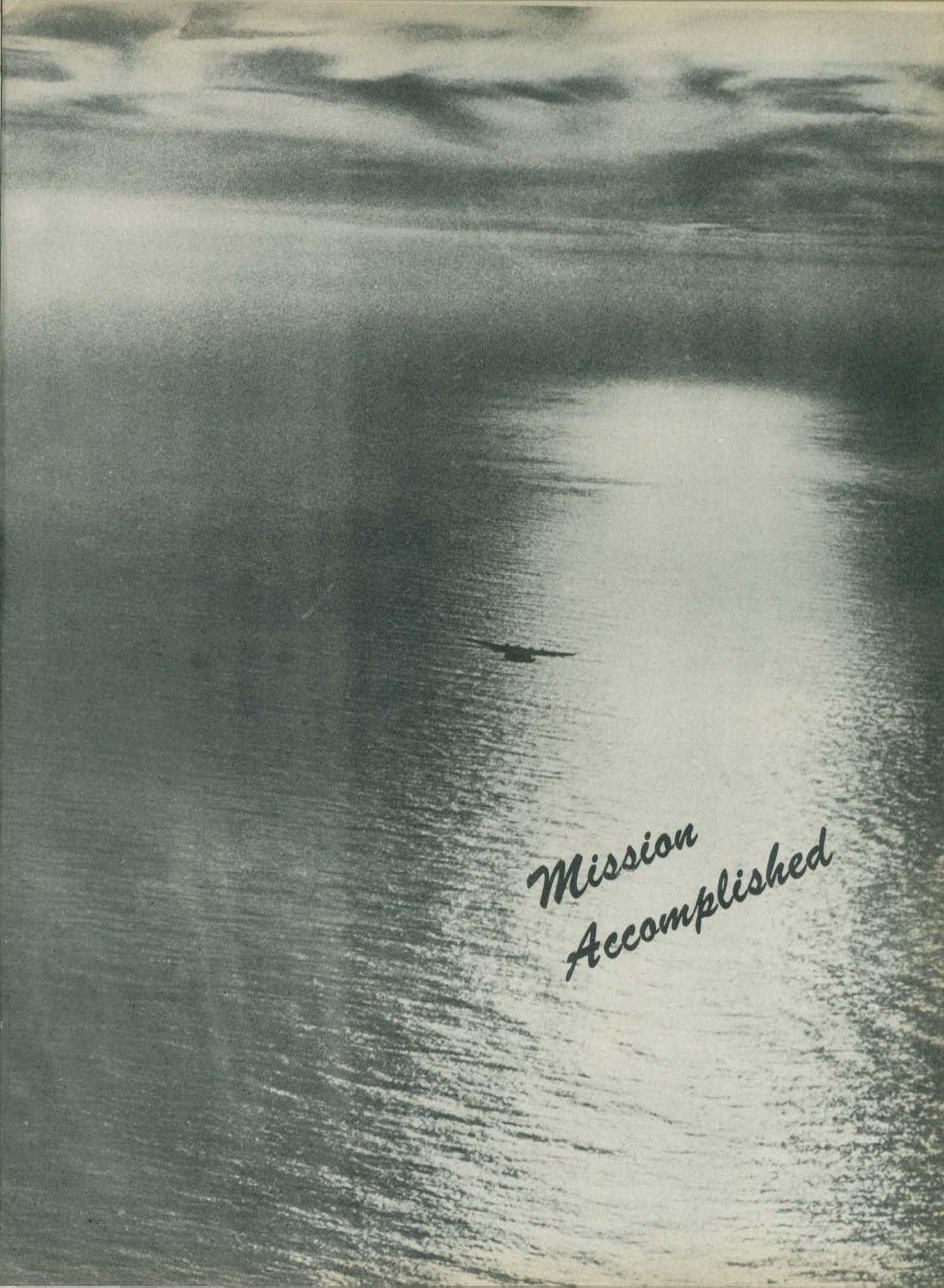
After spending a day there, the men, bedecked with ribbons, battle stars and overseas stripes, were speedily shipped to camps near their homes where their 30-day furloughs waited.

When the furloughs were over the majority of the Group reported to Sioux Falls, South Dakota. Things there were rather interesting with Reveille, P. T. and drill. Men were allowed to leave the base to help relieve the shortage of farm hands, and workers in meat packing plants.

The Group was deactivated and the men were either sent on to other Second Air Force bases, or were shipped to demobilization centers by plane or train.



WITH THEIR FAT SIDES SHOWING THE SCARS OF A YEAR AND A HALF OF COMBAT, PLANES OF THE 446TH STAND WING TO WING WITH HUNDREDS OF OTHER WAR-WEARY, OBSOLETE AND SURPLUS PLANES AWAITING SCRAPPING.


Mission
Accomplished

Antone

"PISTOL PACKIN'

Susa

Piccadilly

The
Worry Bird

Piccadilly

"Satan's Sister"

"Satan's Sister"

Sweet
MOONBEAM

297

NONA
RHEA

Worry Bird!

BASTARD

ERLE
LEE

ADY LUC

Connie

RAINIE

LUCK
STUFF!

STOL PACKIN'

THE SHACK

The Worry Bird!

KILL-JOY"

Hula

"Elo"
THE PRINCESS

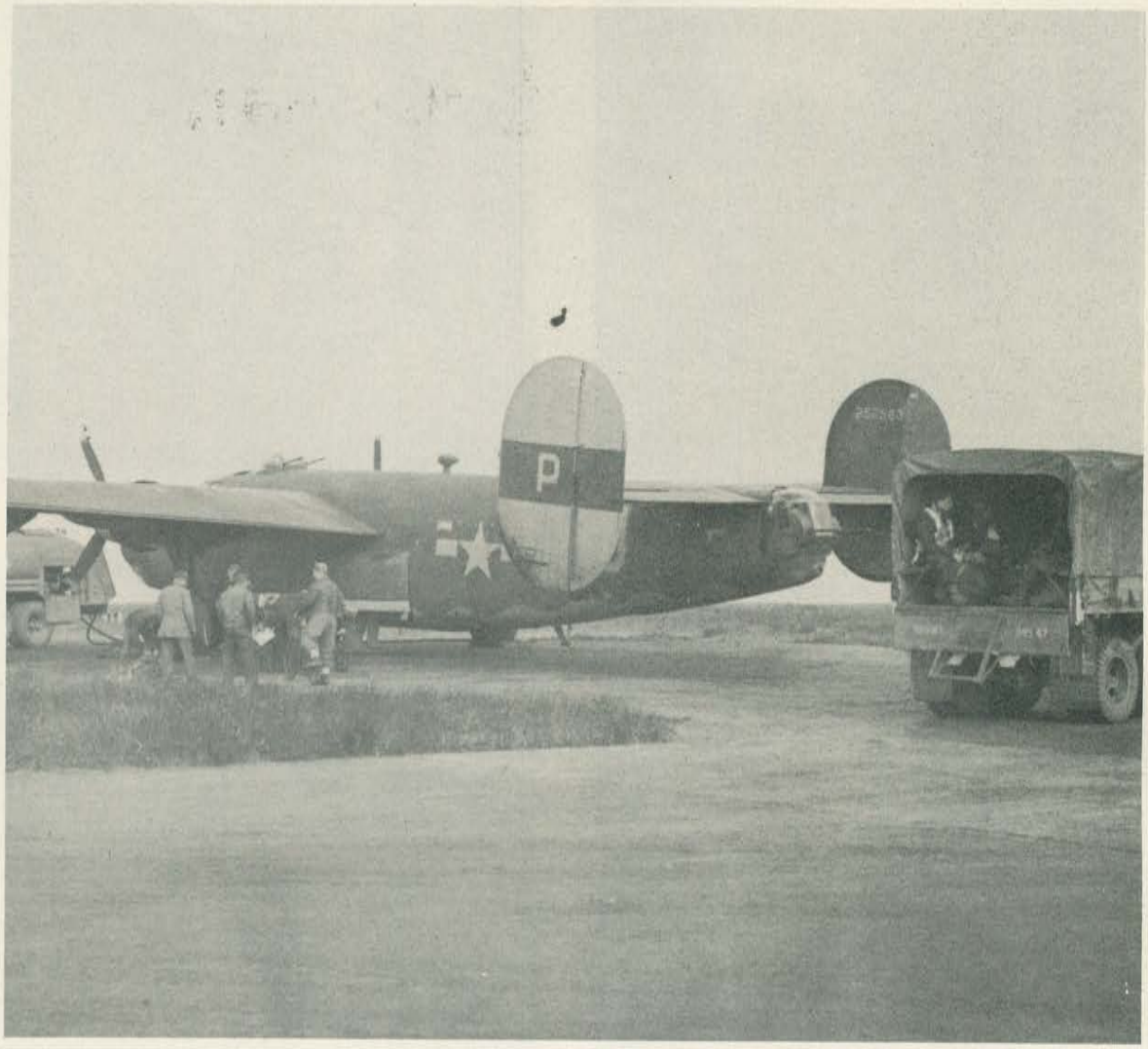
Merry Christ
M/Sgt. Diana

SAPPHO

The
Worry Bird

Satan's
Little

TS


P

HAPPY GO-

LITTLE

LITTLE

Duck

LAD

Home

Home

Betty

"TAIL WIND"

Shoo
Shoo

Dinky

LUCK"

Lil

LASSIE COME HOME

"Sugar Baby"

Home

I HOPE SO!

Home

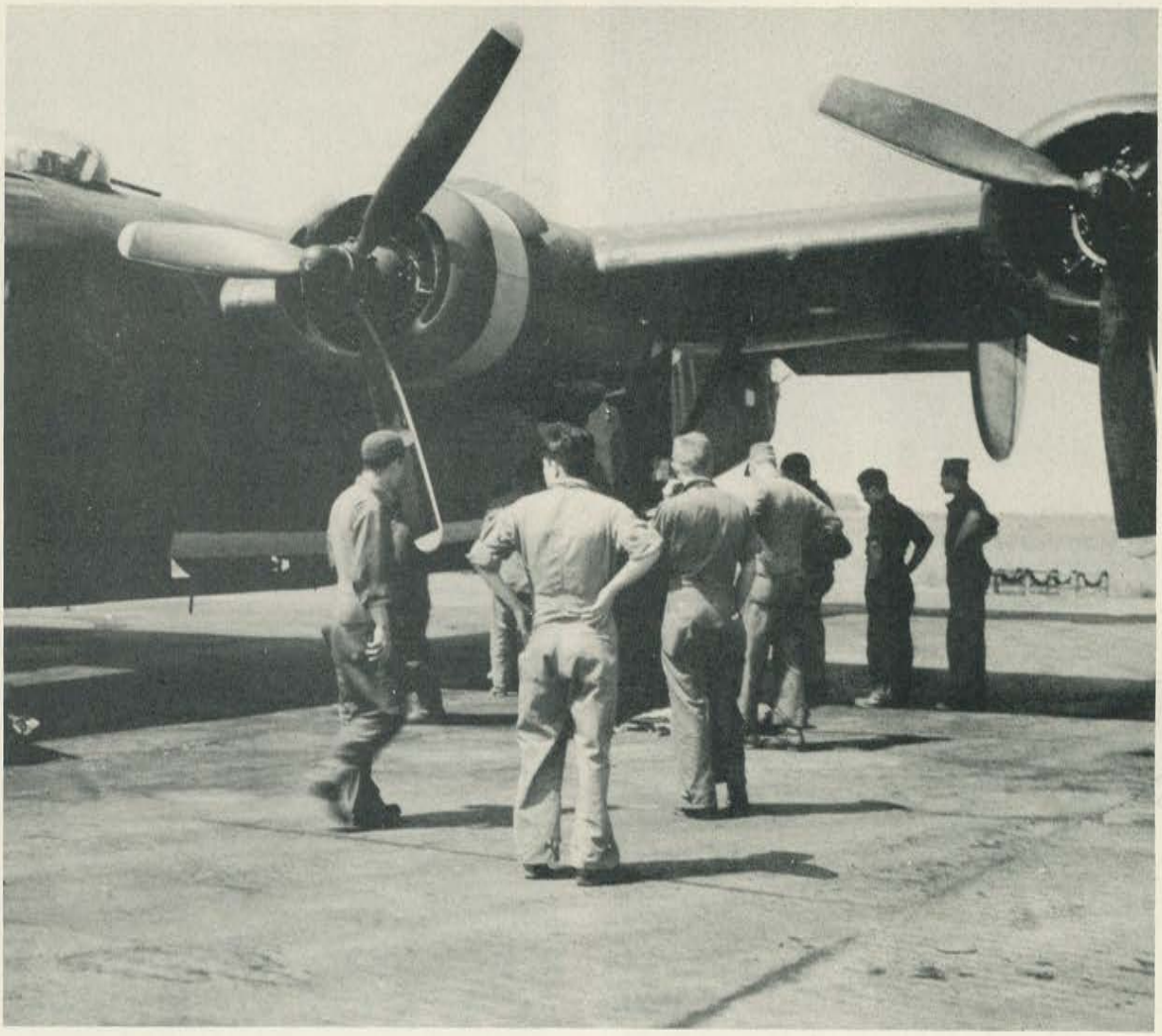
The Dirty Dee

The Dirty D

"Sugar

OUGH
BUDD

Lulu



Sugar

Patty

Sugar

82

Home
Breaker

SHAD
SAD

I HOP

CHASSY

I HOPE SO !

Patty

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ADAMS, Nolan P., Kaplan, Louisiana
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ANDERSON, Earle L., 610 4th Avenue, Two Harbors, Minnesota
ANDERSON, Emil T., Turtle Lake, North Dakota
ANDERSON, Eugene H., (Franklin), New Haven, Missouri
ANDERSON, Felix L., Tucumcari, New Mexico
ANDERSON, Francis E., 97 N. 3rd Street, Memphis, Tennessee
ANDERSON, Gerald A., Marne, Michigan
ANDERSON, Hans P., Ismay, Montana
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BAKER, Forrest P., Stonewall, Louisiana
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BAKER, James A., Route 1, Arley, Alabama
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BARNES, Eddie, Route 5, Lebanon, Missouri
BARNES, John A., 1566 Kenilworth, S.E., Warren, Ohio
BARNES, Mervin A., Pringle, South Dakota
BARNES, Roby, Route 5, Lebanon, Missouri
BARNES, William M., 5127 Butler Street, Pittsburgh, Pennsylvania
BARNETT, Charles W., (no address available) The Birmingham, News
BARNETT, Ethel Glen, Route 3, Philadelphia, Mississippi
BARNISHIN, Emil D., 345-4 Mile Run Road, Pittsburgh, Pennsylvania
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ACKNOWLEDGMENT

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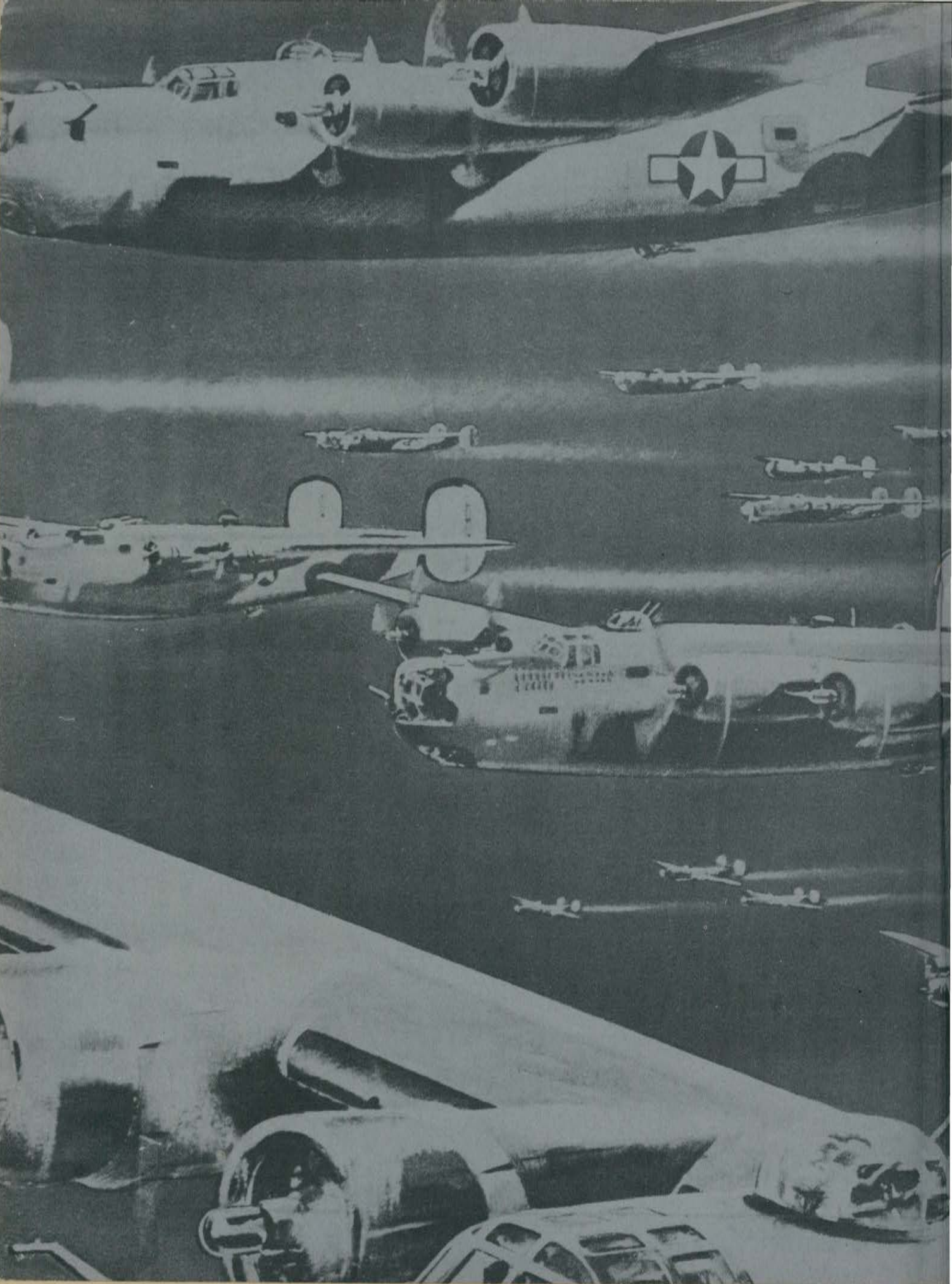

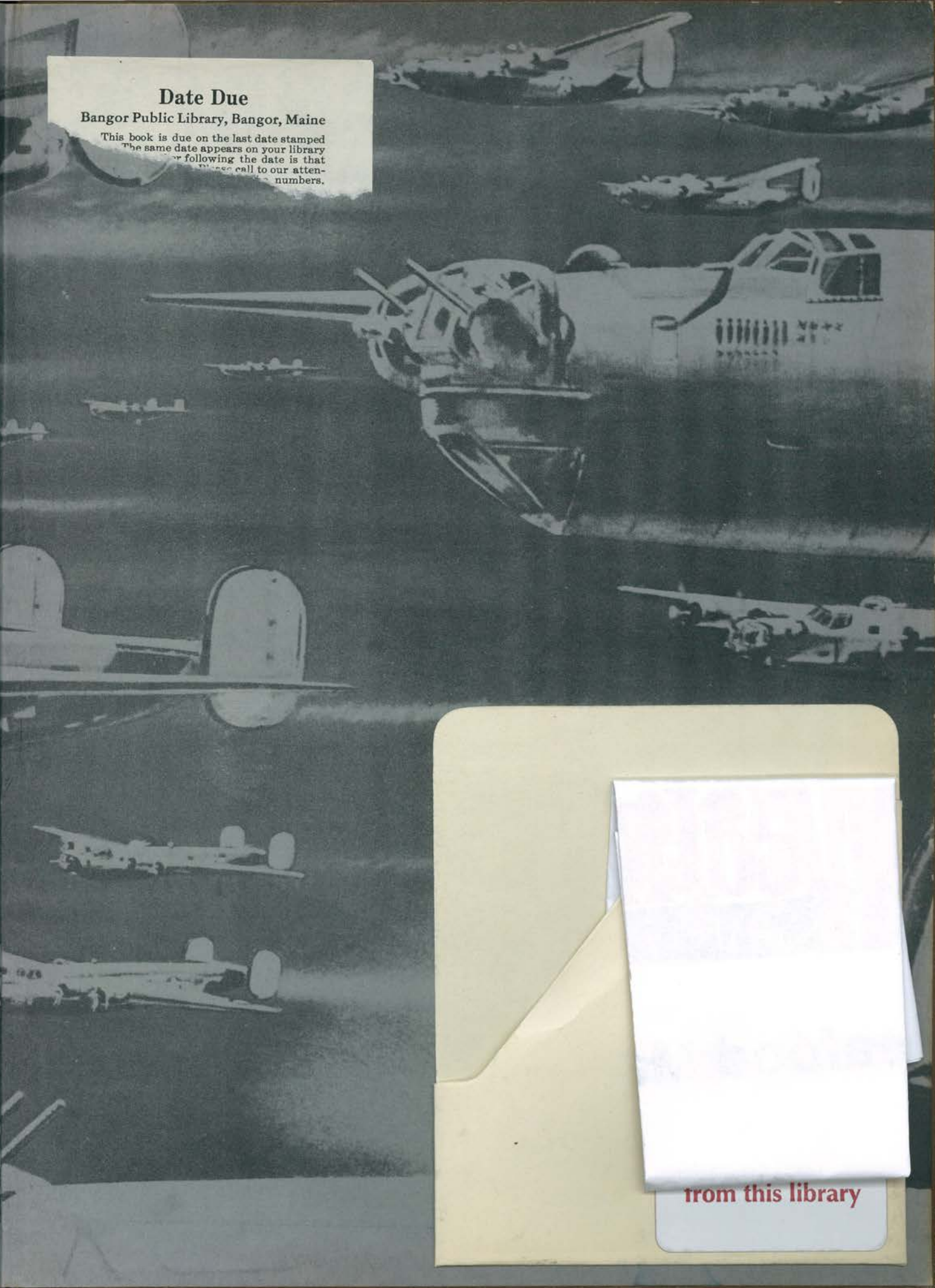

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