

1945

History of the 410th Bombardment Group

United States Army Air Forces

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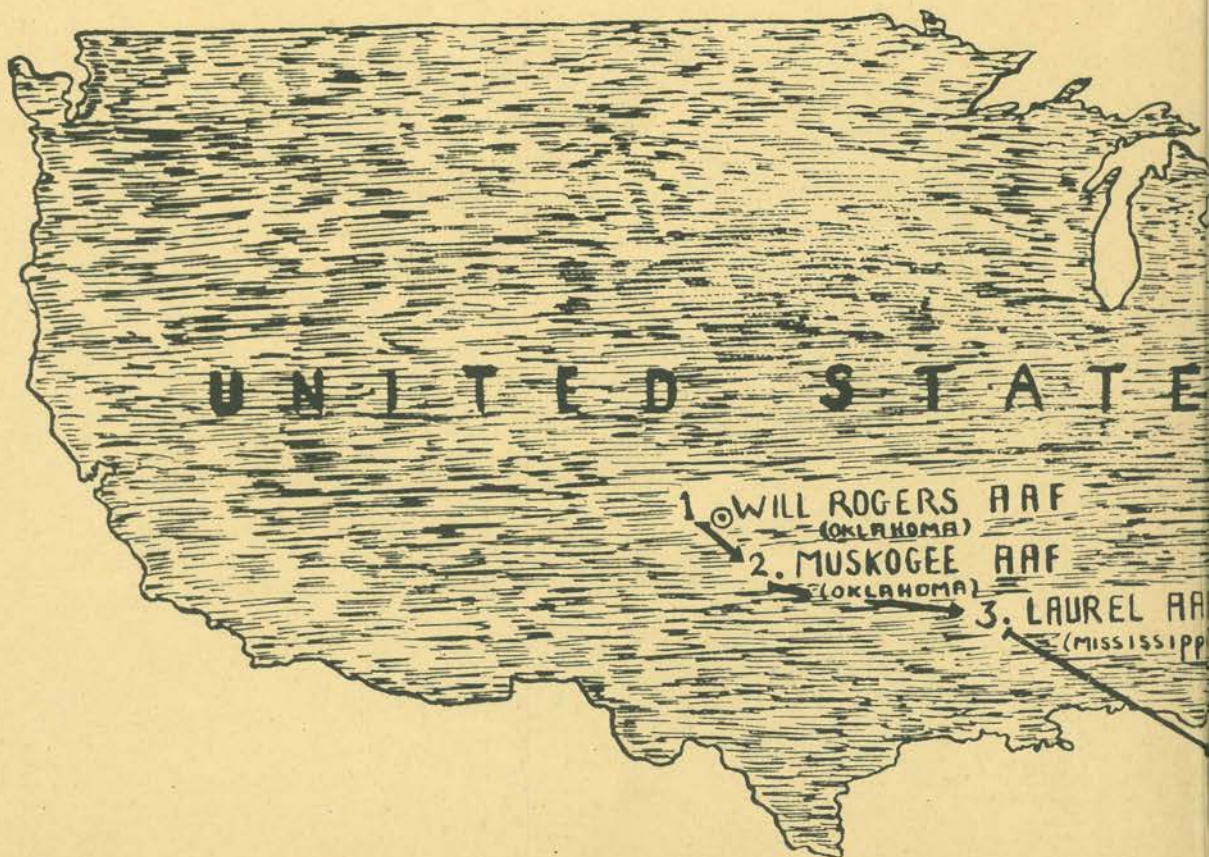
410



BOMBARDMENT
GROUP (L)

She 410th's Travels Im

- 1- She 410th is formed
- 2- First stop on "the" way
- 3- Hello and goodbye to L
- 4- Florida - vacation
- 5- "This is it!"
- 6- "A braw brecht moonlecht mecht"
- 7- England - complete with weo
- 8- "Buzz Bomb Alley"
- 9- "Bon Jour, La Belle"
- 10- We work out
- 11- A nice camp - "Finis le guerre"
- 12- Plenty of recreation while we
- 13- Homeward bound - we



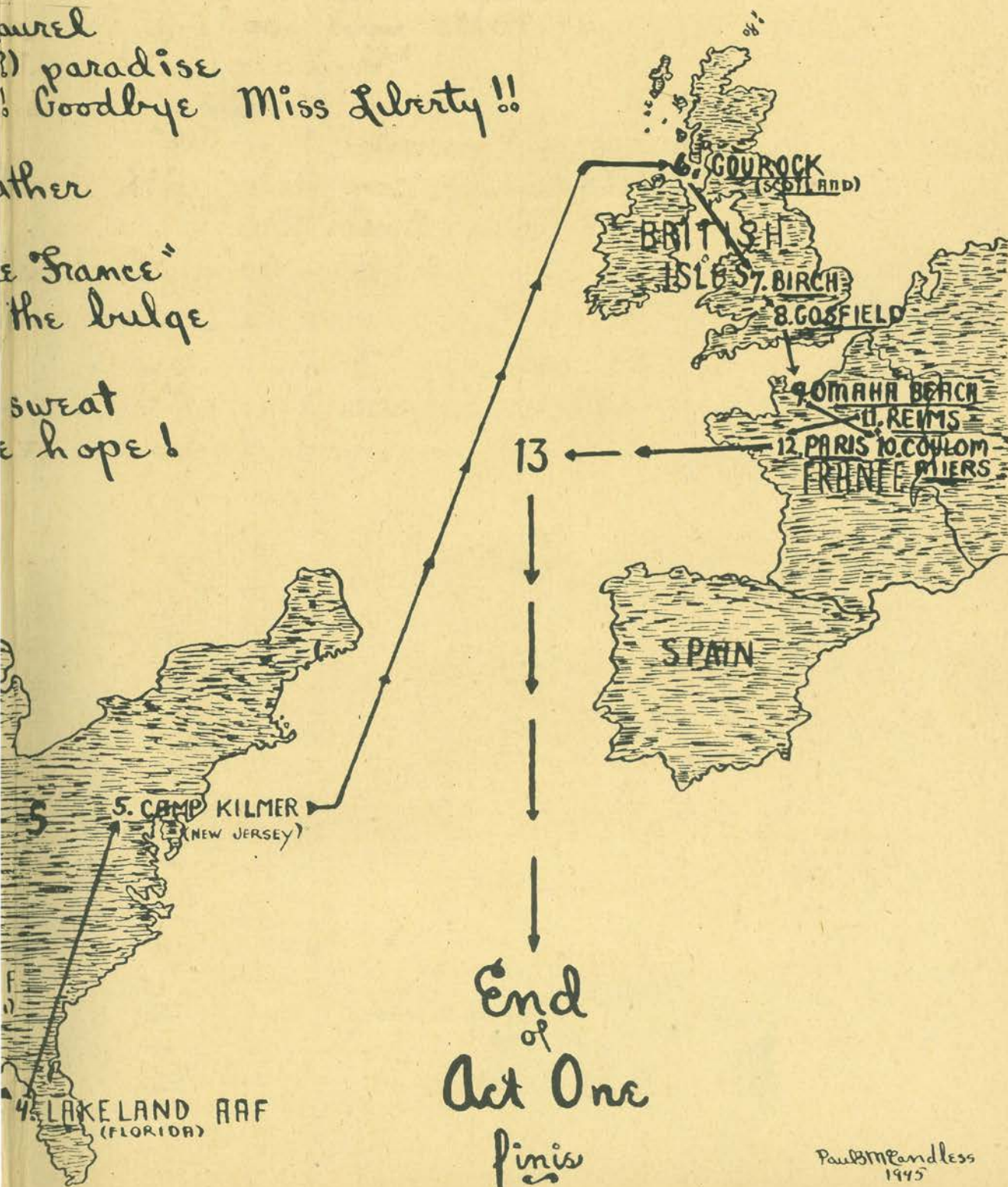
Outline:

lured
paradise
Goodbye Miss Liberty!!

ather

"France"
the bulge

sweat
hope!



Paul M. Landless
1945

HISTORY
OF THE
410th
BOMBARDMENT
GROUP

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PUBLIC
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THIS IS THE FIRST PAGE IN THE UNOFFICIAL HISTORY OF THE 410TH BOMBARDMENT GROUP (L). WRITTEN IN FRANCE AT A TIME WHEN HITLER'S THRONE IS CRUMBLING AND THE AXIS DREAM OF WORLD DOMINATION IS ABOUT TO BURST LIKE A BUBBLE IN THE BREEZE, IT IS INTENDED TO RECALL A FEW INCIDENTS OF THE PAST WITHOUT ANY ATTEMPT TO FORSEE INTO THE FUTURE. LACKING A CRYSTAL BALL OR THE COURAGE OF A WEATHERMAN, WE FROWN UPON ALL ATTEMPTS TO PREDICT HOW, WHEN OR WHERE THE 410TH BOMB GROUP WILL CEASE TO EXIST. TO THE CONTRARY, WE CONFINE THESE PAGES TO HISTORY, AND HISTORY, AS YOU KNOW, IS A RECITATION OF FACTS. YOU WILL THEREFORE FIND AMONG THE PAGES TO FOLLOW BOTH HUMOR AND TRAGEDY- THE FUN OF A PARTY, THE LOSS OF A FRIEND. YOU WILL FIND HERE MANY THINGS THAT CAN NEVER BE FORGOTTEN AND CONSEQUENTLY NEED NEVER BE WRITTEN, AND YET IF AMONG THE PAGES YOU FIND ONE LITTLE INCIDENT WORTHWHILE REMEMBERING THAT MIGHT OTHERWISE HAVE BEEN FORGOTTEN, THIS BOOK DOES INDEED SERVE ITS PURPOSE.

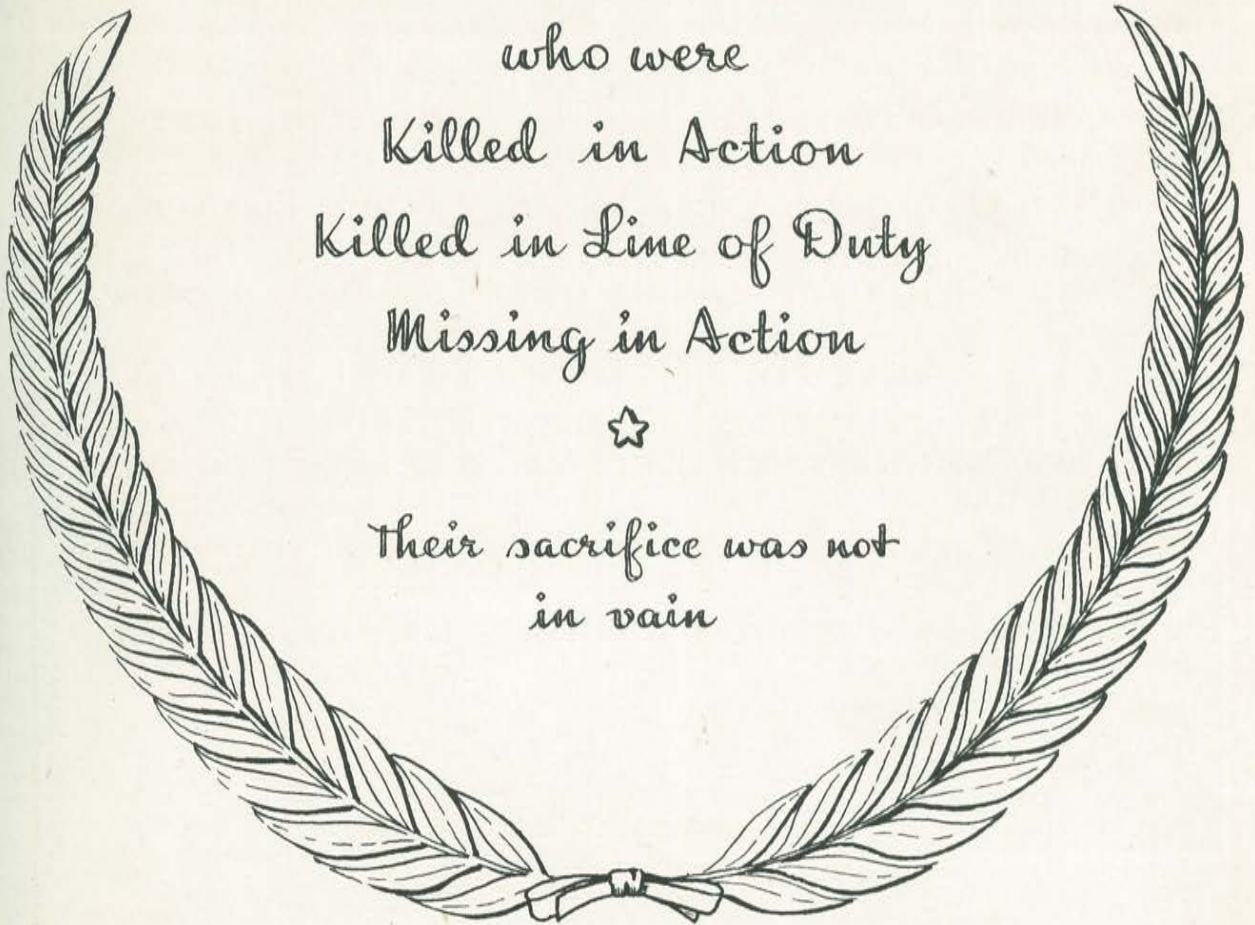
Dedicated
to the
Officers and Men
of the

410th Bombardment Group

who were
Killed in Action
Killed in Line of Duty
Missing in Action



Their sacrifice was not
in vain



410TH

GROUP
COMMANDERS



COL. RALPH RHUDY



COL. SHERMAN R. BEATY



COL. ROBERT J. HUGHEY

644TH
645TH
SQUADRON
CO's
646TH
647TH



Lt Col. Ralph D. Cape



Maj. John T. Cavanaugh



Lt Col. Jack C. Clark



Maj. Jarvis F. Jones



Lt Col. Ralph G. Kuhn



Maj. Stewart R. Lauer



Lt Col. Charles M. Parrott



Lt Col. Robert W. Pausen



Lt Col. Robert C. Raul



Lt Col. Lawlor B. Reeves



Lt Col. Charles J. Riggle



Maj. Jack W. Tyler



Maj. John P. Whiting



Maj. Carl R. Willey

DEPUTY CO'S



LT COL DAHLBERG (only pic we had)

GROUP EXEC



LT. COL. DENSON



LT COL McKEEVER



LT. COL. MERCER

25 JUNE 1943

W R F
ILL OGGERS FIELD

OKLAHOMA CITY, OKLA.,

1 OCTOBER 1943

WILL ROGERS FIELD

Okla. City, Oklahoma

Amid Oklahoma oil fields on the outskirts of Oklahoma City is the field that the Army Air Forces dedicated to the memory of Will Rogers, Oklahoma's noted screen star and humorist. At the time of the activation of the 410th Bomb Group WRF, as we knew it, was the home of the parent 46th Bomb Group. Still under construction when the 410th came into existence, the field was alternately muddy and dusty, dusty and muddy. The winds that whipped across the runways and landing field carried a sting and the Oklahoma sun at times was unbearable. But that was WRF and life there despite the mud and the dust, the wind and the sun was to leave us with many pleasant memories.

There are few among us who will ever forget the Officers' Mess at Will Rogers Field where Bill Slater served the two-inch thick, juicy steaks that gained for WRF the reputation of having the finest mess in the country. If for no other reason there will be many among us who if given the chance will want to return to Will Rogers just to sit down to one of Bill's "medium-rare's", a treat almost beyond comparison.

The off-base social life of Oklahoma City has also left its mark - the Black and the Skirvin, the Biltmore and the Skirvin Tower. And then, too, the Silver Lounge and the Rainbow Room, or if you prefer, the Silver Dollar and Daisy Mae's. And of course Bishop's Tap Room and Restaurant, Katz's Drug Store, Abe Hale's famous southern fried chicken and the rival Kentucky Club, Jake's Cow Shed and the bewhiskered master of ceremonies and the dozen and one places where you could get your "chicken in the rough". Famous for its prohibition and 3.2 beer, Oklahoma City never ran short of cheap whiskey that cost many of us fifteen dollars a bottle and left us with a big head and butterflies in the stomach. But despite the bad whiskey and

the 3.2 beer, Oklahoma City had its good points and there are many among us who will ever reminisce. Pages could easily be written of the Oklahoma lassies, for there was no shortage of pretty girls but since this book is apt to be read by the better half perhaps that phase of life at WRF should be passed over without further comment.

As for the other side of life at WRF it was a continuous grind as the 46th Bomb Group set about preparing crews for combat overseas - to Africa and England, to Australia and the South Pacific. Each of the four squadrons, the 50th, 51st, 53rd and 87th, regularly sent their quotas of pilots, gunners and bombardiers on trips with destination "somewhere overseas". The RTU program saw the DB 7's and A-20's in the air both day and night in the round - the-clock effort to get every man across in a minimum length of time. Beginning approximately 1 April 1943 the 46th set about on an OTU program that saw the activation of the 416th, 409th, 410th and 411th Bomb Groups.

Shortly after activation of the 410th Bomb Group on 25 June 1943 the cadre of the group proceeded to the Army Air Forces School of Applied Tactics, Orlando, Florida, where they were given the latest information on combat overseas. From Orlando the Group travelled to Alachua Army Air Base, Gainesville, Florida, where the group personnel took over from the training command and carried out operations under simulated combat conditions. The five weeks at Florida were well spent and the group on 8 August 1943 returned to WRF where it was to be gobbled up in the OTU program of the parent 46th.

Completing its OTU program on 30 September 1943 the group departed for Muskogee Army Air Field and there it was to speed up its training program in preparation for orders sending it overseas.



1 OCTOBER 1943

MAAF
MUSKOGEE ARMY AIR FIELD

MUSKOGEE OKLAHOMA.

5 JANUARY 1944

MUSKOGEE ARMY AIR FIELD

Muskogee, Oklahoma

Each passing day at Muskogee AAF saw the addition of new faces and new planes as the group raced against time to meet the readiness date. Excellent flying weather saw green and inexperienced pilots piling up hours in the light A-20 and the heavier B-25 and rivalry among the squadrons became quite keen as the 644th staked its claim to the title of "The Best Damn Bomb Squadron in the World" only to have its claim challenged by each of the other three squadrons, the 645th, 646th and 647th.

The training program at the time apparently was aimed at the Pacific Theatre as the group chalked up hours of low level training time without too much thought being given to "medium altitudes and the Norden bomb-sight". Little did we think then that someday we'd be dropping bombs on Hitler and not Hirohito. With a maximum number of planes in the air a maximum number of hours it was remarkable that in the three months at Muskogee the group escaped without a single casualty as the result of an aircraft accident.

The city of Muskogee was fair-sized but had little to offer in the way of entertainment. Having the usual theatres, ice cream parlors, bowling alleys and night-clubs it was usually over-crowded as men from the airfield and Camp Gruber fairly flooded the town. Nicest spot was the basement club in the Severs Hotel where a modern bar, beautiful furnishings and soft music spelled a nice evening. The men of the group were just getting acquainted and as the residents put it "about to take over" when snow, ice and extremely cold weather sent the group to Laurel, Mississippi, to carry out its training program. Just prior to the departure date the group suffered a severe jolt when Lt. Colonel Clark L. Miller, then Deputy Commander, sustained a broken knee as he slipped from the wing of his plane. Lt. Colonel Miller who had been the first Commanding Officer of the group, was confined to the hospital for months and his services permanently lost to the group. As Colonel Rhudy put it, it was "like losing your right arm".

Army Air Field

MUSKOGEE

January '44

October '43

Oklā.



Control Tower



Duck Hunting B-25



Refueling



Visitor



More Visitors

5 JANUARY 1944

LA
AUREL
AF
RMY
IR
IELD

LAUREL MISSISSIPPI

6 FEBRUARY 44

LAUREL ARMY AIR FIELD

Laurel, Mississippi

Arriving at Laurel, Mississippi at the beginning of the new year, 1944, the 410th Bomb Group found a sea of mud confronting it and immediately set out on a strenuous mud control program. Much larger than the field at Muskogee, LAAF allowed greater dispersion of the squadrons but constant ground fog and heavy smoke over the field cut flying time to a minimum and finally forced the group to move to Lakeland, Florida for the final stages of training.

Most of the time at Laurel was spent in the classroom as the squadrons intensified their training programs with particular emphasis being placed on the recognition of aircraft, armored vehicles and naval vessels. Furnishing twenty planes to the First Tactical Air Wing, the group participated in maneuvers that sent the A-20's to Fort Benning, Georgia, Fort Sill, Oklahoma and Fort Knox, Kentucky to demonstrate tactical air power for the ground forces stationed at each of these camps. It was on the last leg of this tour that the group suffered its first casualties as the result of an aircraft accident. Flying through heavy, low-hanging fog the aircraft piloted by Lieutenant Clyde J. Wilson spun into the earth, killing the pilot and three enlisted men, S/Sgt Lloyd P. Hanson, Sgt Dewey W. Bauham and Cpl Phillip D. Tardiff.

After a month's wasted time and effort the higher commands finally recognized the futility of any further attempts at combat training at Laurel and the first week of February found the group on the move---destination Lakeland, Florida.

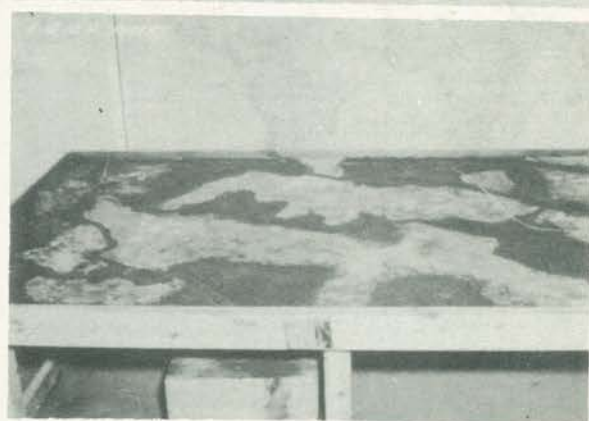
Army Air Field

January '44

LAUREL

February '44

MISS.



KNOW YOUR TARGET



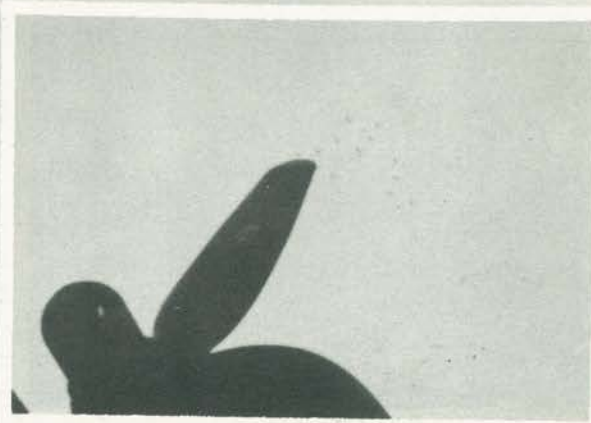
ON THE TREETOPS



'FOREST PATROL'



STEPPED - UP



FORTS OVERHEAD

1944
DEMONSTRATION
AIR TACTICAL
JANUARY



BRIEFING



TACTICAL AIR POWER



PARA-FRAGS



BUZZ-JOB



SMOKE SCREEN

8 FEBRUARY 1944

LAAFL
AKELAND RMY IR IELD

LAKE LAND FLORIDA

13 MARCH 1944

ARMY AIR BASE

Lakeland, Florida

With the overseas-commitment date fast approaching the 410th immediately upon arrival at Lakeland, Florida stepped-up its combat training with the squadrons going all-out in an effort to complete the required number of hours of bombing and gunnery. This accomplished, all efforts were then centered on formation flying and simulated combat missions. These missions were complete with briefings, interrogations, mission reports and critiques. With each mission progress was evident and in short order the group was "combat-ready". During the month excellent flying weather permitted the group to chalk-up approximately 3300 hours of training time, six-hundred of which were flown at night. As the month drew to a close it was quite evident that everyone was ready for the COM inspection and there were few who doubted that the group would pass.

Enjoying sunny Florida (it actually was sunny) the members of the group found much to occupy their off-duty hours. The city of Lakeland was quite nice and there was plenty of fun to be had within a few miles radius of the base. To those fortunate enough to have a car the more distant resort towns offered plenty of attractions and the men were enroute as often as circumstances and time would permit. To everyone it was the "last fling" and there were few who failed to take advantage of the opportunities to get off the base and let their hair down. There were the usual leaves and furloughs and last-minute marriages and as the month drew to a close parties and dances were almost a nightly affair. And everywhere it was evident that the men were having their fun when and where they could for time was drawing short and when the boys once said goodbye to Florida they were destined to become deeply involved in the serious job of winning a war.

Army Air Field

March '44

LAKE LAND

February '44

Florida



GROUP HEADQUARTERS



THE LINE



BIRD'S EYE VIEW



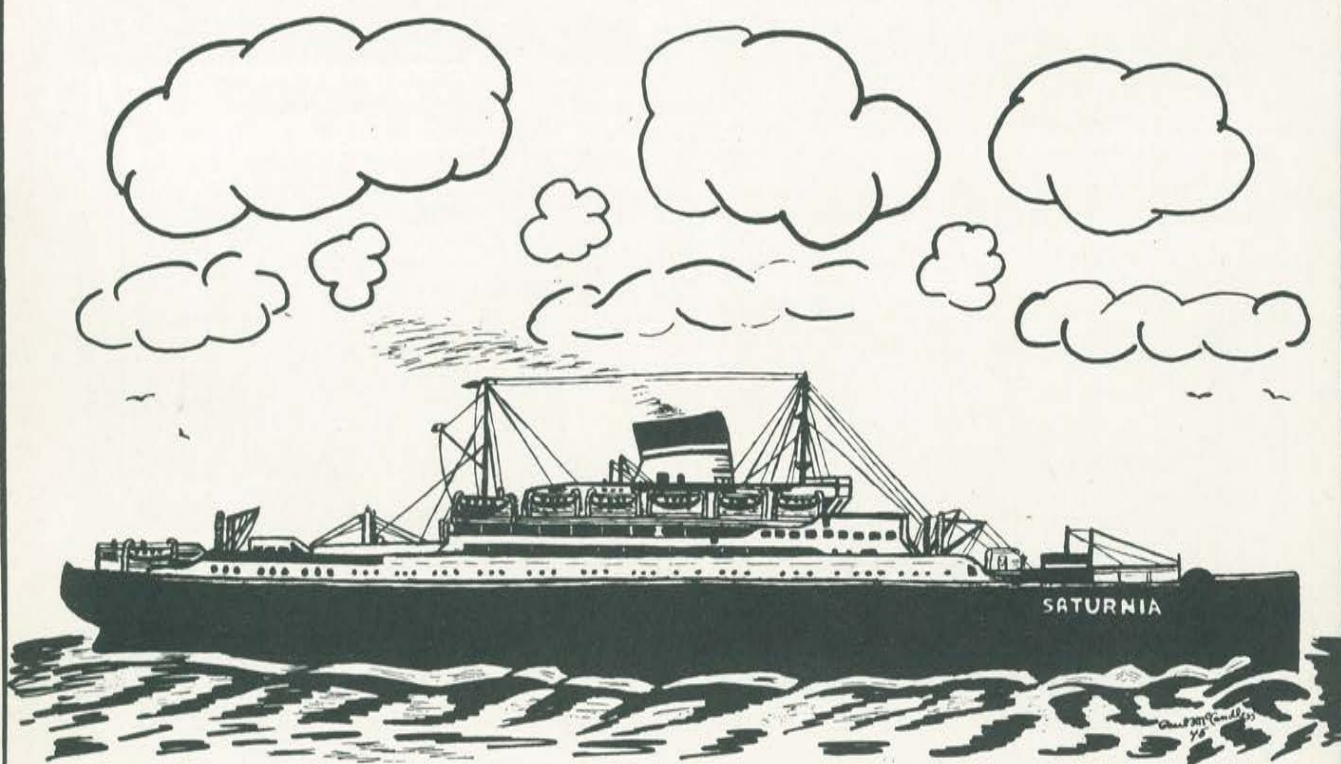
FORMATION FLYING



P.O.M. MISSION

23 MARCH 1944

NEW YORK



2 APRIL 1944

SCOTLAND

THE MOVE ACROSS

Successfully passing its POM inspection the 410th Bomb Group devoted the first two weeks in March to preparation for overseas movement. An advance air-echelon of four officers headed by Colonel Rhudy left Lakeland for New York where on 11 March 1944 they boarded a C-54 transport plane and were soon in the air -- first stop Newfoundland. Following a one-hour stop-over the plane took off again only to be forced by weather to return to base. The day following, the plane and passengers were in the air, enroute to Scotland. The aircraft landed at Prestwicke where the passengers enjoyed lunch, following which they proceeded to London and Headquarters Air Transport Command. From the ATC they were sent to Headquarters Eighth Air Force and later to Headquarters Ninth Air Force. While at Ninth Air Force and subsequently at Ninth Bomber Command the advance party set about preparing for the arrival of the group in the ETO.

The movement of the main body of the group from Lakeland Army Air Base to Camp Kilmer, N.J., was accomplished in two steps. The first group of men to leave Lakeland comprised all the Combat Personnel, and their trip to the staging area was interrupted by a brief stop-over for clearance at Hunter Field, Georgia. When the balance of the group, which left Lakeland at 1000 on 13 March 1944, arrived at Camp Kilmer, they found that the Combat Crews had arrived the night previous. Processing at Kilmer took approximately four days at the end of which time the Group was cleared and both twelve and twenty-four hour passes made available. For some men, it was a chance to see New York and Philadelphia for the first time, while for others it afforded an opportunity to visit home and chat with relatives and friends for perhaps the last time -- until Hitler is crushed and all the Yanks come back from "Over There". The leave period at Kilmer was short lived, however, and March 21, found the advance party leaving that camp for the New York Port of Embarkation.

Upon arrival at the Port, the advance party was taken aboard a huge egg-shell-blue ship, which oddly enough was flying the Italian Flag. The men

in the advance party, two Squadrons strong, plus additional loading officers, were quartered immediately and in short order, were hard at work. One squadron, Major Lawler Reeves', 647th Bomb Squadron, was given the full-time job of guarding the ship for the voyage, while the other Squadron, the 646th Bomb Squadron of Major Parrett, was called upon to shoulder the burden of feeding the troops enroute. The loading officers spent the first night learning the layout of the ship and the day following were busy directing traffic and getting the newcomers settled in their bunks. On Tuesday evening, the ship, which we later discovered to be the Italian Line's Saturnia, pride of the Italian Merchant Marine, steamed out of the Harbor on a trial run out to sea. Thursday morning, with "all aboard", the ship pulled up anchor and approximately 3600 blue-vested sons of Old Glory crowded the rail for just one more glimpse of the Lady and there were few who didn't wonder---when?

The Saturnia, which had sometime before escaped from Trieste and for four days and nights had evaded a stream of Nazi bombers sent to get her, proved one of the finest ships in the convoy and rode the seas much better than the ships ahead and to either side. Playing the role of tail-end Charlie, she had plenty of speed in reserve and proved this, when falling back in a heavy fog, she closed the gap in short order the next day. The ship was in charge of her Italian skipper, and the crew was for the most part the original Italian crew, although the U.S. Navy and Merchant Marine had furnished men to man the guns and handle communications. General conditions were quite good and the boat which carried personnel of three bombardment groups, heavy, medium, and light, was the only one in the convoy which was not double-loaded. Food was excellent and morale, as a whole, was high throughout the trip.

The Saturnia and two other ships left the main convoy and anchored in the waters of The Firth of Clyde, near the cities of Greenock and Gourock on Sunday, 2 April 1944 and the men went ashore the day following on launches. At the station in Gourock refreshments were served by British lassies and the men settled back in their carriages for their trip to the stop-over field at Birch. The trip by rail covered approximately 18 hours and the group arrived at their new field in time for breakfast the day following, 4 April 1944.

16 APRIL 1944

Bosfield



Essex County
ENGLAND

18 SEPTEMBER 1944

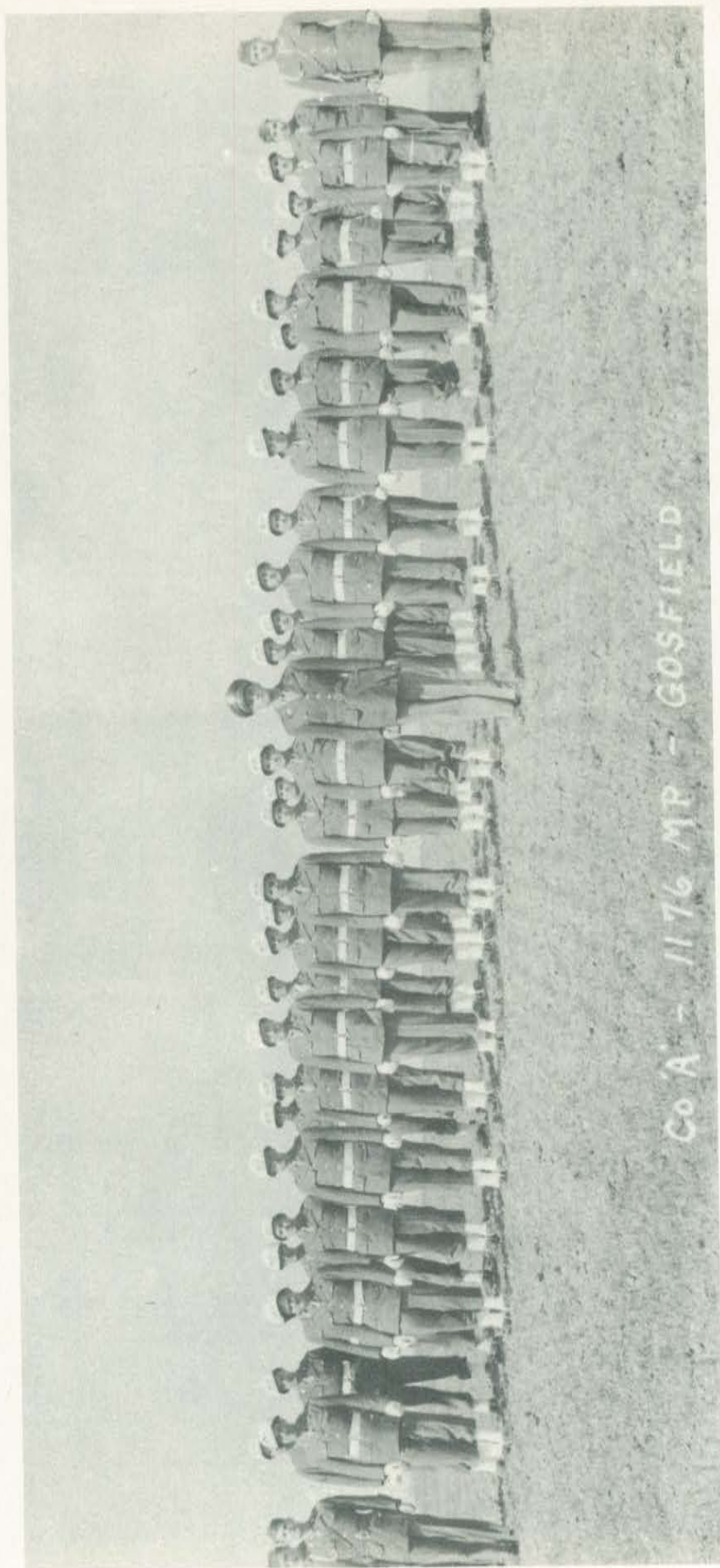
BIRCH AND GOSFIELD

Essex, England

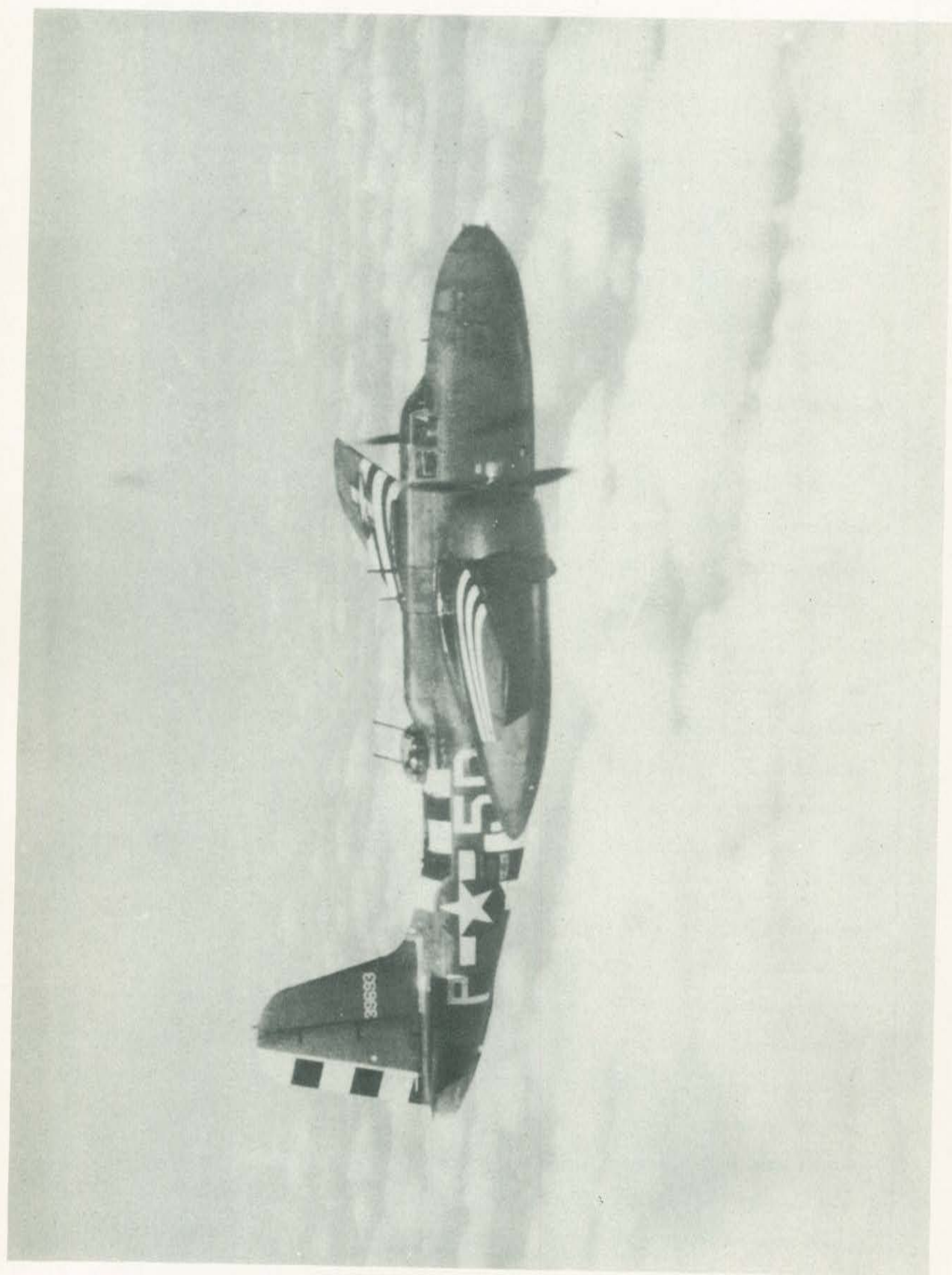
Little need be said of the airfield at Birch inasmuch as it was but a stop-over base for the group on its arrival in England. There but ten days the group spent most of the time unpacking and preparing for the move to its first permanent base in the UK, station 154, Gosfield, Essex, England.

Life at 154 was comparatively better than on some posts back in the states. Whenever someone started griping about "nothing to do" or "what a helluva place to be stationed" there was always another to remind him about the days when the group attempted to operate from Laurel, Mississippi. Both officers and enlisted men had their clubs and their dances and both shared the luxury of a 16 mm projector and movies from the states. The surrounding towns had their Red Cross Clubs for both officers and enlisted personnel and the majority of the men found time for an occasional evening in town after the days work had been finished. Wherever one went, Chelmsford or Colchester, Halstead or Castle Hedingham, there was always someone to greet him for the 410th was well represented. For those who desired them passes were available to London and few if any members of the group failed to visit the metropolis at least once. To those who visited London favorite topics of conversation were Picadilly and its famous Picadilly Commandos and the London hotels where they served breakfast in bed.

Life at Gosfield, at first, was quite peaceful with only an occasional Jerry plane overhead but it wasn't too long until it became apparent that 154 was situated along "buzz-bomb alley". Used in the beginning by the Luftwaffe as a check point and turning point in their raids on London and later appearing directly in the path of the low-flying, morale-shaking pilotless bombs the field was definitely not adapted to peaceful slumber. At one stage in the game it seemed that the men in the group spent more time in fox-holes than in their beds and in the later stages of the group's stay at 154 the Jerry stepped up the program to such an extent that the bombs were coming over every hour on the hour, two, three and four at a time. 'Twas quite a parade. Thank God, most of them kept on going.



Co. A - 1176 MP - GOSFIELD





AIRVIEW STA 154



LT. GEN. BRERETON & COL. RHODES



AMERICAN RED CROSS - EM DANCE



OFFICERS' PARTY



EM PARTY



TARGET STUDY







HEAD-ON view of the A-20 attack bomber in which Colonel Beaty, the group commander, led the one hundredth successful mission of "Beaty's Raiders" over France. His face can be seen behind the pilot's window. Hobbs is in the nose.

SKYFULL of 500-pound bombs rain down on a German ammunition dump at Forêt de Arques, near Dieppe. This concentration of explosives wrecked enemy installations, blew up stores of ammunition. Another score for hard-hitting "Beaty's Raiders."

One Hundredth Haul

by Capt. Robert Adelman
Ninth U. S. Army Air Force

A-20 Havocs have set a new bombing record for Europe—one hundred missions in less than four months' action

ENGLAND

"BEATY'S Raiders" celebrated their hundredth mission in a fitting (and typical) manner last month. They did it by blowing the record for bombing performance and a munitions dump, sky high.

The "Raiders," a Ninth Air Force Havoc light bombardment group commanded by Lt. Col. Sherman R. Beaty of Hoquiam, Washington, have been attempting to complete 100 bombardment missions in record time since they became operational on May 5th of this year. This mission, flown in just under four months, definitely gives the outfit the honor of setting the mark for American bombardment units in the European Theater of Operations.

We don't know whether or not Bomber Command assigned us the munitions dump especially to commemorate the event, but it was definitely the high priority target of the day. The dump, located in the Forêt de Arques, about five miles southeast of Dieppe, was important because of its close proximity to the current battle area. The Germans were drawing their artillery ammunition from here for the heavy barrage they had been laying down in an attempt to protect their troops withdrawing in that area, to a position north of the Seine river. Our intelligence knew that they were hard pressed to maintain a supply of ammunition and it was the Group's job to make their circumstances, if anything, more difficult.

When Capt. Jack M. Copeland of Denver, Colo., briefed us on the mission, he stressed the fact that our success meant a great deal to the British and Canadian troops in the sector. If we could take that dump out, not only would the way be paved towards forcing the surrender of the opposing enemy forces, but one of the most important "buzz-bomb" launching areas would fall into Allied hands.

The teamwork and spirit which has sparked this outfit towards the century mark was clearly in evidence that morning. Every member of every combat

crew was paying a good deal of attention to the information given concerning the target. It wasn't an easy place to find, since it was dispersed along a subsidiary road and covered with planks and tarpaper. But, the gang wanted that record and wanted it badly. I'd have bet anything that by afternoon the Germans would be less one strategically placed ammunition dump.

Colonel Beaty's bombardier-navigator was First Lieutenant Robert A. Hobbs of Denver, Colo. The turret-gun was being manned by Staff Sergeant Harold D. Fosbender of Quakertown, Pa., and I was going along in the turret-gunner's position. The colonel, instead of leading the mission, had decided to fly in and around the formation in order to check the performance of the outfit in the air.

The skies were still grey with night as we took off but by the time we hit the Channel, the sun was well over us. That didn't help me very much, crouching over the open hatch of the tunnel of the Havoc, because the freezing level that day was 7000 feet, and we were bombing from 12,000. However, I forgot about the weather as soon as we reached France. Dieppe has long been notorious among Allied air-crews as "Flack Valley" and I was much too busy anticipating the thud that an 88 mm. shell would make as it explodes in the vicinity to worry about a little cold air.

But, surprisingly enough, we didn't get a bit of flack. There were explosions clearly visible to us all over the city and particularly in the harbor, so evidently the Germans were too busy blowing up their own installations.

Colonel Beaty kept our ship roving all over the sky. For a while, he flew behind the formation leader, Major Robert C. Rawl of Norfolk, Va., and then he would ease into one of the flights comprising the group. Some-

thing like a mother eagle watching over her brood, I thought.

Finally, Bob Hobbs' voice came over the interphone. He gave directions for the bombing run, and then, as casually as if he were announcing the time, he called "bombs away."

And that was that. Over 100,000 pounds of high explosives ripped down to the target below. "Beaty's Raiders" had completed their hundredth haul in an eminently satisfactory manner.

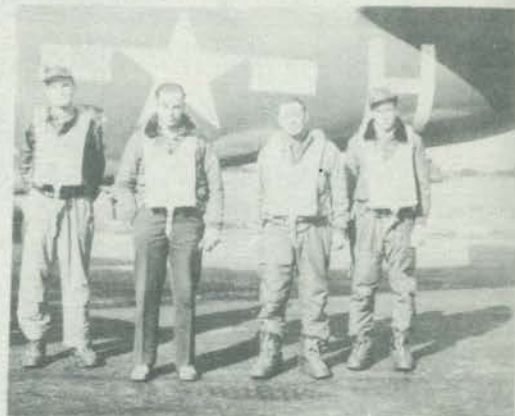
Shortly afterwards, we left France and headed for home. The trip back was uneventful, and the Colonel continued flying with the different elements, very plainly enjoying the respite the occasion offered him from the trying job of piloting the lead ship.

When we landed, the first thing that greeted us as we walked into the interrogation building was a tremendous birthday cake that the Red Cross had whipped up for the event. The returning crews crowded around the table, grinning and cheerfully exchanging insults as the "old man" cut the first piece of cake. The atmosphere reminds you of the dressing room of a winning football team. And, obviously, there wasn't a man in the room who wasn't damn proud to be a member of that team.

All in all, it was a typical Havoc mission. A swift, knife-like thrust into enemy territory, a shower of bombs on a pin-point target, and then back again to the base, almost before the Nazis realized what had happened.

Incidentally, in less than 12 hours after our first bombs had hit the dump, the British and Canadian troops pushed 40 miles to within 15 miles of Dieppe.

And they say that the first hundred are the hardest.

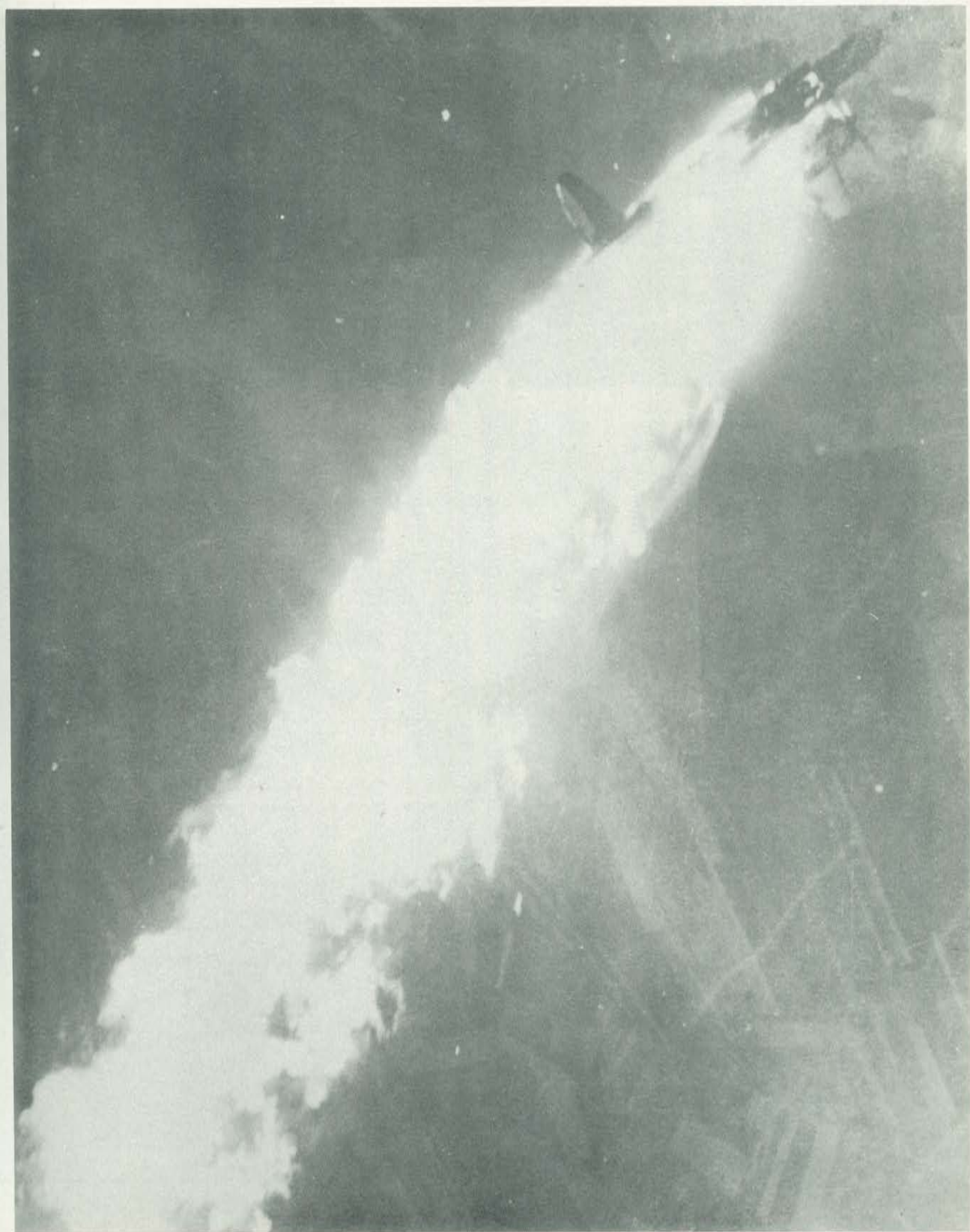


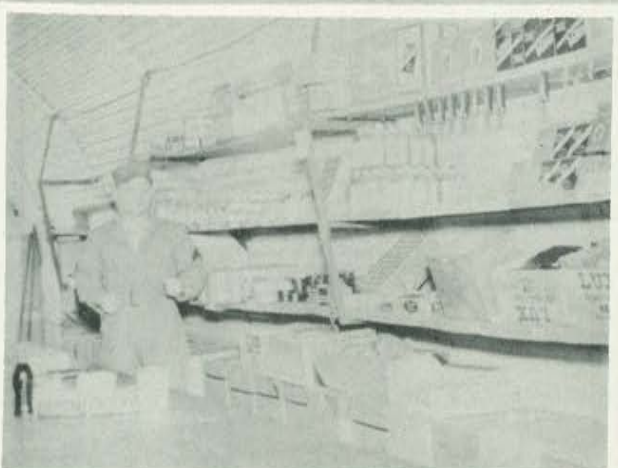
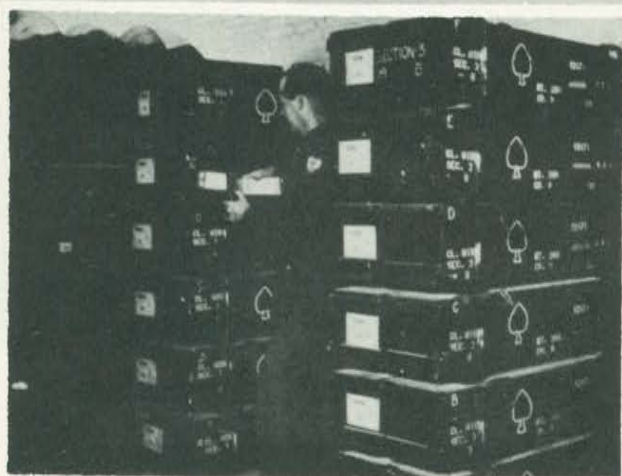
HOME from the hundredth successful mission, the group commander and nose beside their A-20 bomber. L. to r., Lt. Robert A. Hobbs, Lt. Col. Sherman R. Beaty, Capt. Robert Adelman (author of story) and S/Sgt. Harold D. Fosbender.

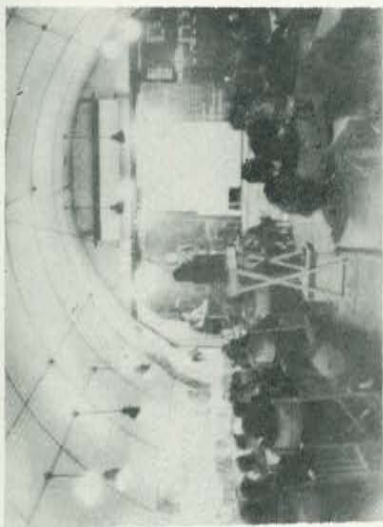


CELEBRATION of the hundredth successful mission of "Beaty's Raiders" is marked by large frosted cake.

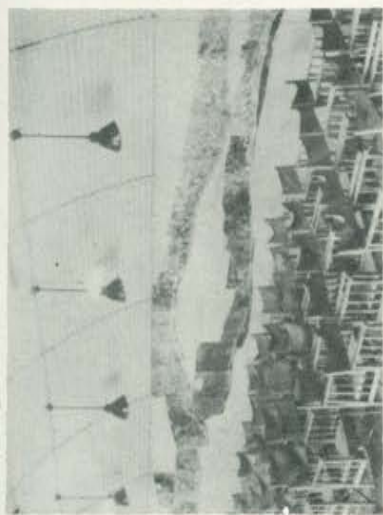
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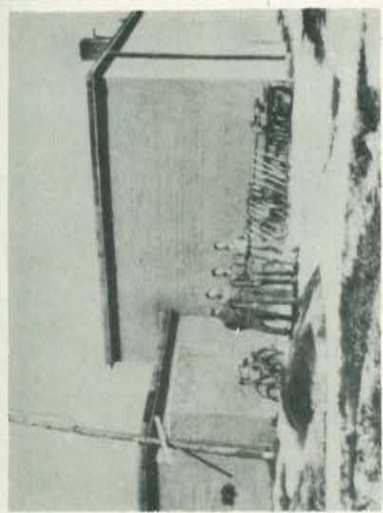




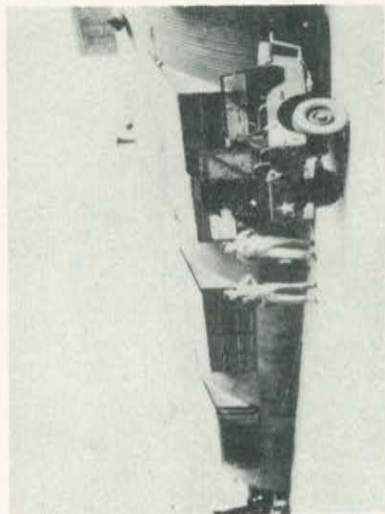
BRIEFING



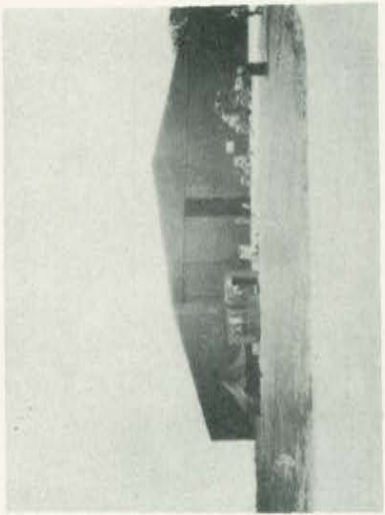
BRIEFING ROOM



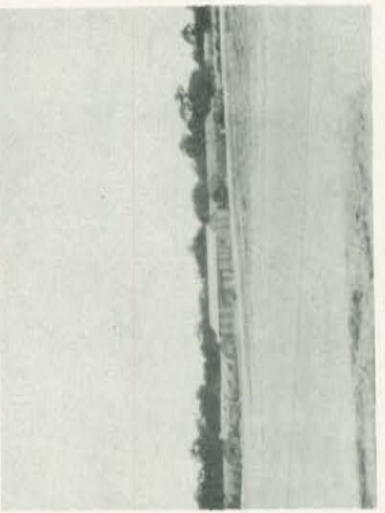
OPERATIONS



GUARD HOUSE



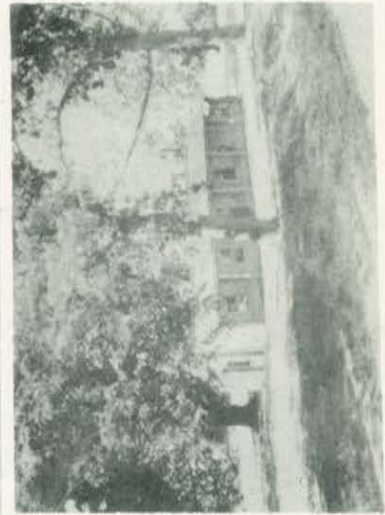
SERVICE TEAM AREA



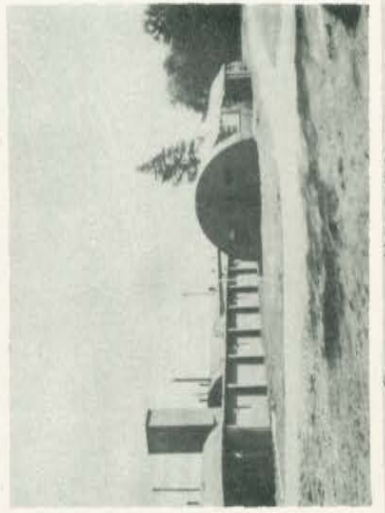
TECH SITE



CONSOLIDATED MESS



C O'S QUARTERS



STATION HOSPITAL

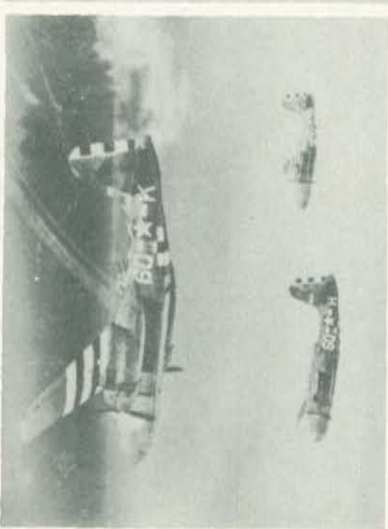
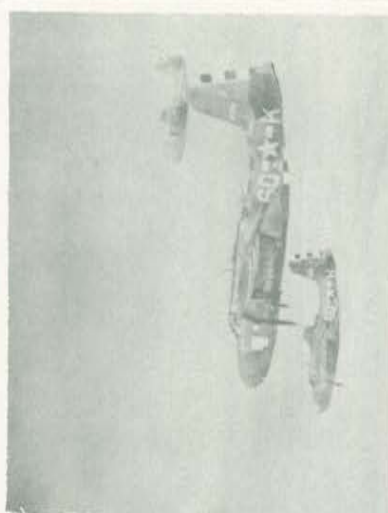
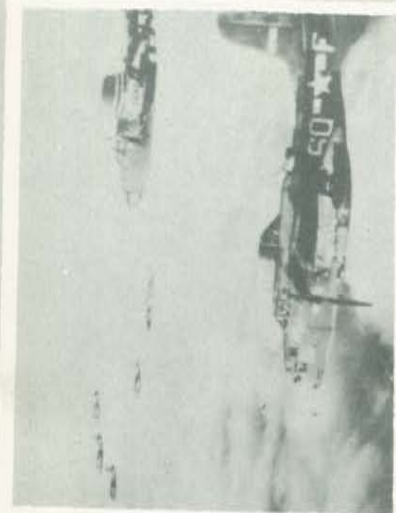
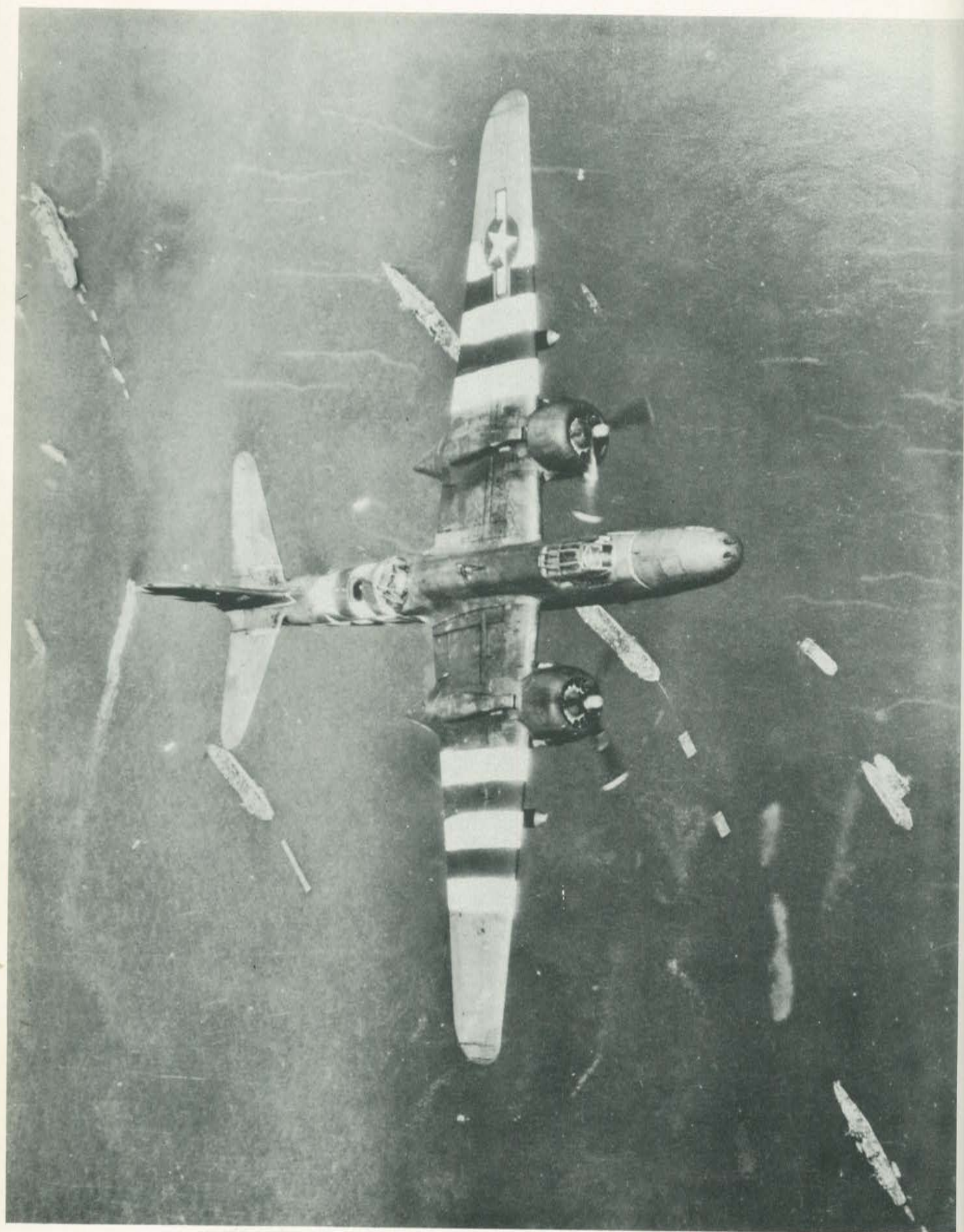








PHOTO SECTION - 60001510





CHANNEL CROSSING



UTAH BEACH
FRANCE

MOVE TO FRANCE

Pursuant to directives from Headquarters Ninth Bomber Command the group was divided into three echelons, advanced, flight and rear. The advanced echelon, with Group Headquarters and all four squadrons represented, was further broken down into motorized and marching parties. Zero hour for the move was 0700, 18 September at which time personnel comprising the advanced parties of Group Headquarters and the 644th and 645th Bomb Squadrons moved through the gates at Gosfield, Essex, England. The day following, the advanced parties of the two remaining squadrons, the 646th and 647th, likewise set out from their English base - destination France.

To the men in the marching party, the hike with full pack to the railway station in Halstead, Essex, four miles distant was a test not only of the stamina of the individual but also a test of his spirit. The hike was well accepted and griping was at a minimum. In short order the men were at the railway station in Halstead, where they were loaded aboard waiting carriages after a hasty snack of Red Cross coffee and doughnuts. Promptly at 1020 hours the train pulled away from the station and the men settled back in comfortable carriages for the trip to Southampton. Enroute the train passed through Chelmsford, Romford, London Suburbs, and Wimbledon, and arrived at Southampton at 1500 hours. The men climbed down from the train to the platform and set out on a two mile hike to a column of trucks waiting to transport them to the marshalling area. Arriving at the marshalling area at 1700 hours they were fed a dinner of "C" rations and assigned tents for the night. Approximately two hours later the motor column of the advanced party arrived at the marshalling area after an exciting trip from Gosfield.

One night was spent in tents at the marshalling area and the following morning the marching party hiked another five miles to the docks where they rejoined the motorized column which had arrived earlier. Men and equipment were loaded aboard two LST's No. 500 and LST No. 540, and after one night anchored off shore the convoy moved out and steamed toward the French shore. No difficulties were encountered and the crossing was made in good time with the vessels beaching at 2200, 20 September 1944. At 0330 the day following

the men disembarked with the outgoing tide. Equipment was quickly unloaded on the Broadway - like Utah beach and with the exception of the almost total disappearance of a command car in a mudhole there was little excitement at the beachhead.

Both the motorized party and the marching party then set out for the beach marshalling area with the latter marching the seven miles. At the marshalling area the motorized party was directed to proceed to their final destination while the marching party was directed to landing strip A-6 to await transport by air.

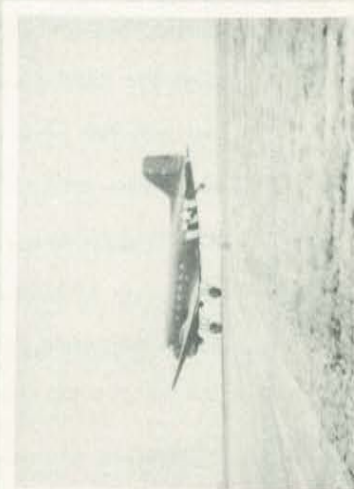
A two mile hike from the marshalling area brought the marching party to A-6 where they were to discover that there were many uncertainties connected with their air transport. With marching parties scattered all over the place the airstrip and immediate vicinity resembled a huge Gypsy camp. Nearest town to the strip was St. Mere Eglise where in the early stages of the invasion American paratroopers had routed German troops seeking to hold the small but important crossroads town. Personnel visiting the town saw endless streams of allied vehicles flowing through towards the front with vital equipment for General Patton's Third Army. The trucks returning from the front were loaded with German prisoners, bedraggled, grimy specimens who once called themselves supermen. In town the French people continuously praised the American paratroopers whom they claimed were the greatest fighters in the world.

At the airstrip everyone awaited quite anxiously their turn to climb aboard the C-47 transport that landed there. There apparently was no established schedule for these planes, the Major in charge explaining that it was a matter of luck, the planes landing at A-6 for passengers when they were not required elsewhere. We were led to believe that this portion of the move was not too well coordinated and that we should settle back and in plain G.I. language "sweat it out". After four days of such sweating a portion of the advanced party of the 410th was loaded aboard several C-47's and in short order were winging over France. The flight carried the men over the heart of Paris where the Eiffel Tower and the city's marked beauty brought forth many an "oh". After one hour and a half in the air the planes landed at A-58, new

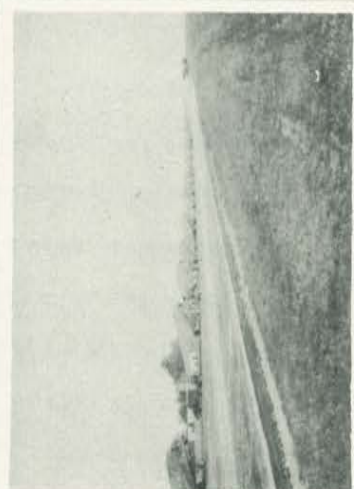
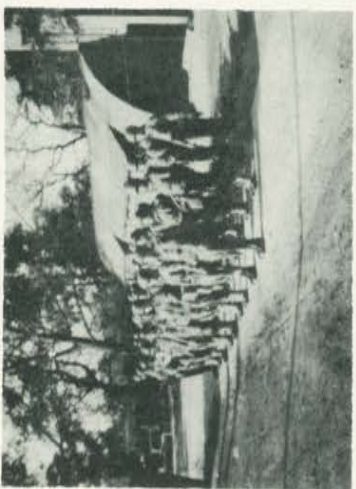
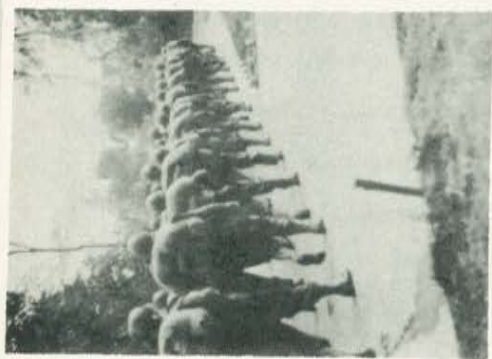
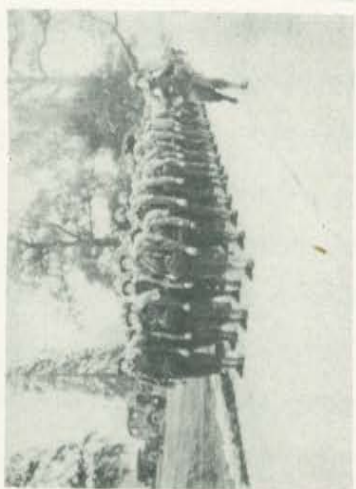
home of the 410th. The motor echelon which had arrived two days before was busily engaged getting established and in quick order the new arrivals were likewise hard at work. By noon 27 September 1944 the entire advance party had arrived at A-58 and following close on their heels were the combat crews and other personnel of the Flight Echelon which covered the distance in less than two hours.

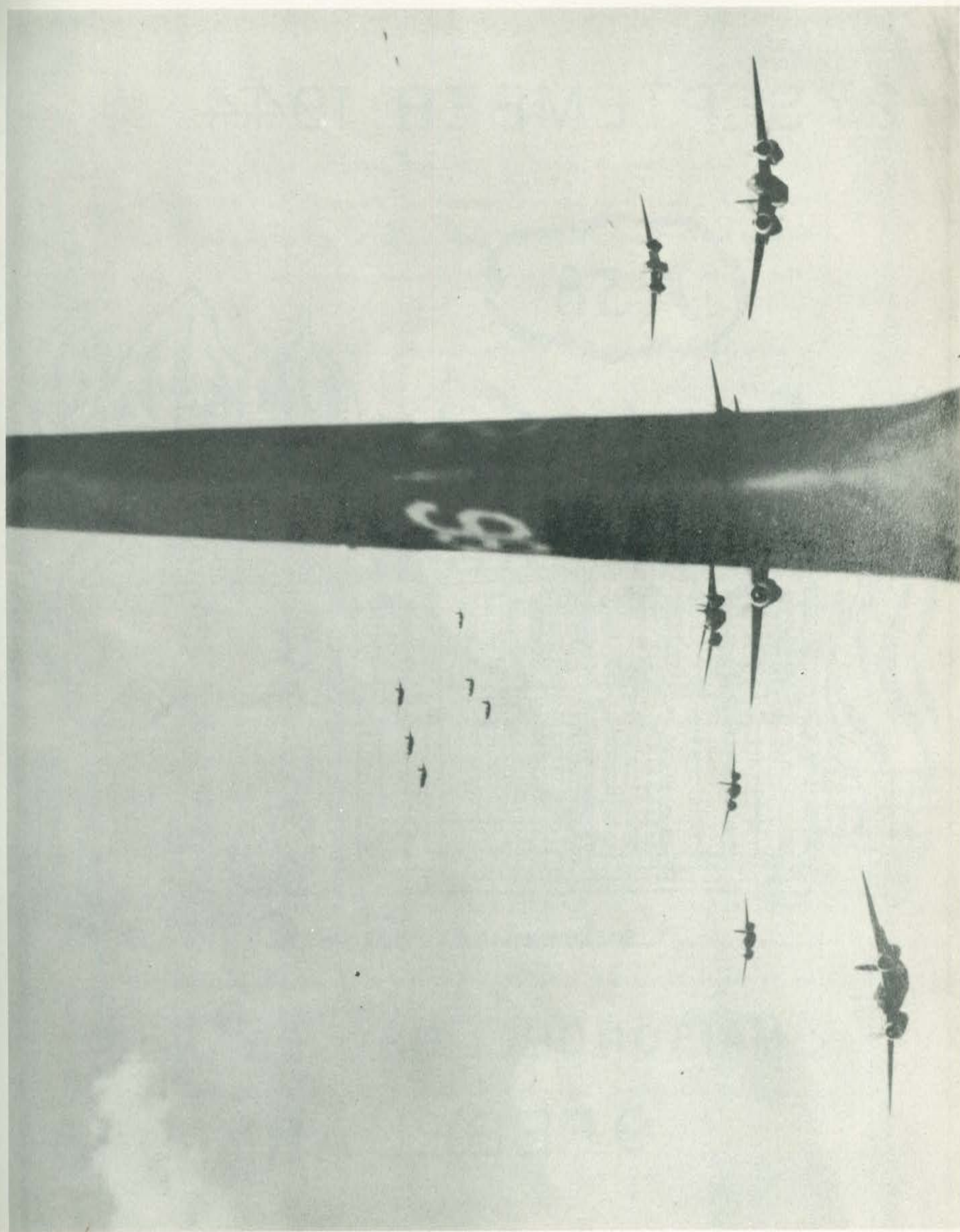
The rear echelon was divided into two parties, a motorized party and a marching party, the latter party, however, being fortunate enough to fly the entire distance in C-47 aircraft, arriving at the field on 28 September 1944.

The motorized convoys made the trip without experiencing too much difficulty and were fortunate enough to pass through some of the sectors where the aerial bombardments and land fighting had been the fiercest of the war. Most of them will never forget St. Lo, an unbelievable mass of ponderous ruins.



THE MOVE TO FRANCE





27 SEPTEMBER 1944

A 58



Coulommiers, France

MAISONCELLES FRANCE

9 FEBRUARY 1945

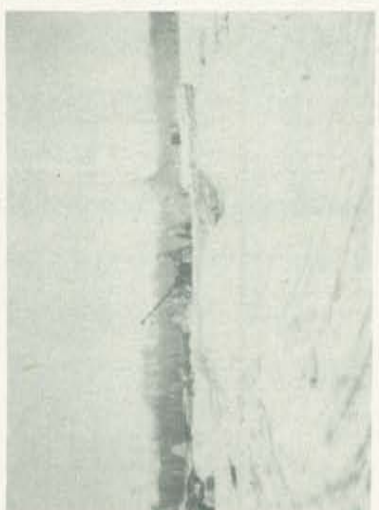
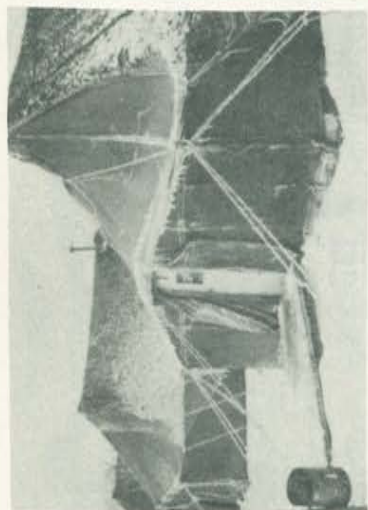
Coulommiers, France

While operating from their Gosfield, England, base the members of the 410th Bomb Group felt far-removed from the front lines. As a consequence the move to France was one which all looked forward to and to which a great deal of significance was attached. The move added new color - gave new life.

Airbase A-58 is located near the tiny village of Maisonnelles, approximately seven miles from Coulommiers. It is an extremely large base that once was regarded as the second finest base of the German Air Force. Frenchmen of the village say that the field had its beginning many years before the war when French aviation enthusiasts constructed a small field for the operation of private planes. Shortly after the outbreak of the war the RAF moved in and constructed runways and considerably enlarged the field. When, however, the German Army moved into France the British were forced to give up the base which soon housed German planes. The German engineers immediately began a construction program that enlarged the field at least ten times. Each hardstand had a well constructed three-plane hangar and the field which housed both fighters and bombers became the target of RAF and American heavies. The field has many tell-tale scars, mute evidence of the beating it has taken.

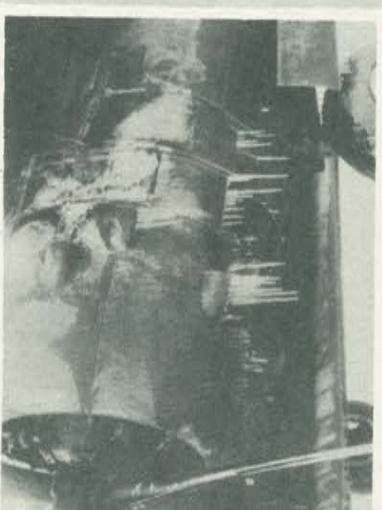
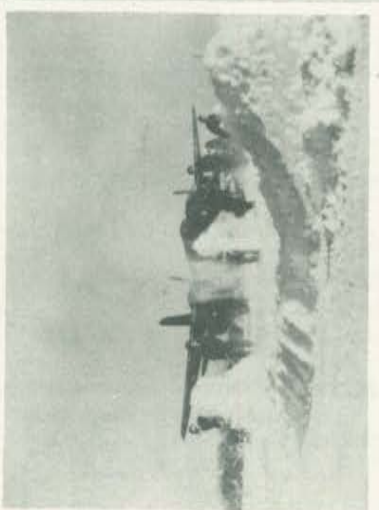
In their nasty retreat before advancing American forces the Germans halted long enough to destroy all but one of the huge hangars, the one remaining now being used as an operations building. Gone are the permanent barracks and administrative buildings - in their place American tents, sheltering personnel, providing office space, and made quite comfortable by the addition of floors of wood or brick, electric lights, large stoves and miscellaneous pieces of furniture. German warehouses packed with equipment and supplies more than met the need.

VISITS
A-58



OLD MAN
WINTER

BRIT





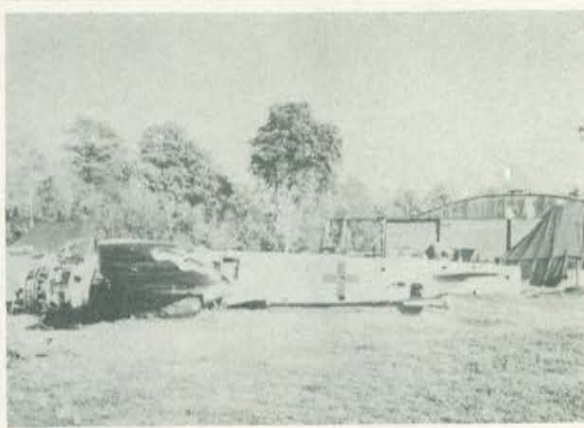
A-58 FROM THE AIR



GROUP HEADQUARTERS



PROUD LUFTWAFFE ?



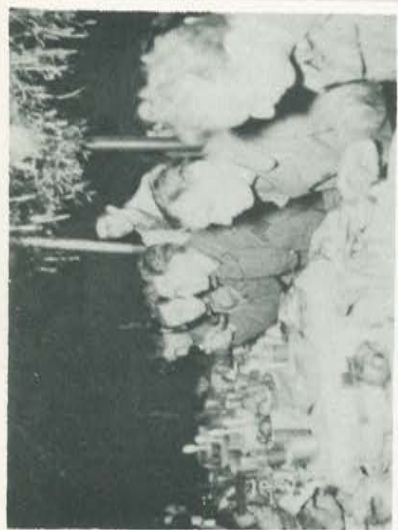
WRECKED JU 88



SQUADRON SITE

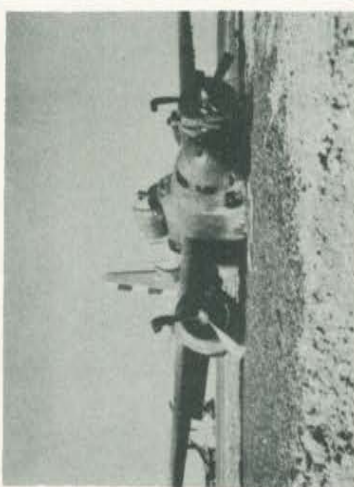
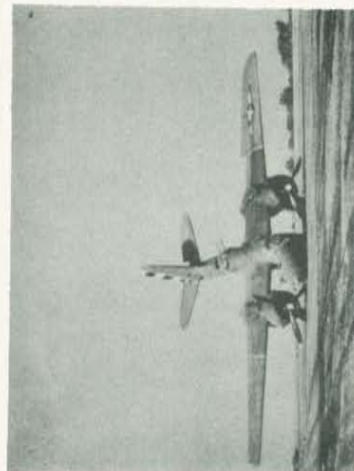
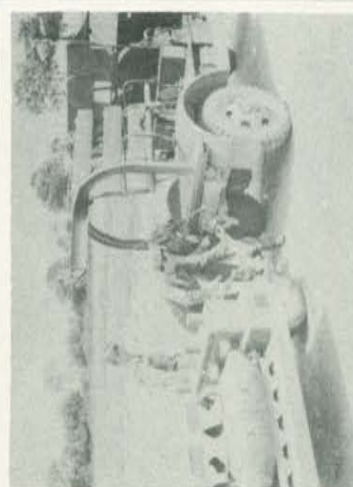
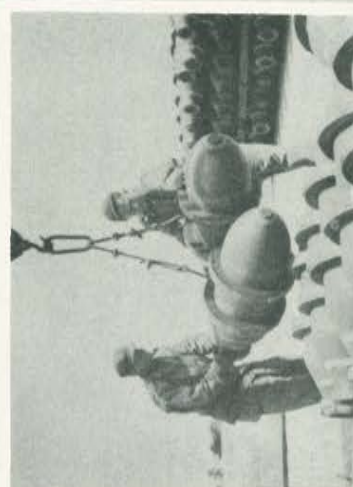
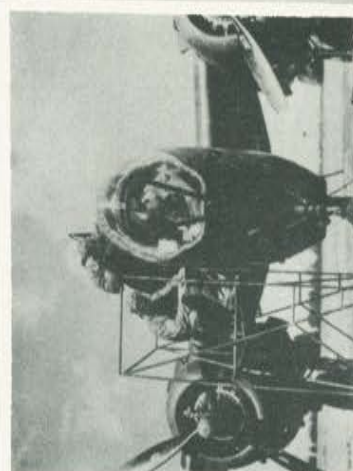


BOMB ALLEY

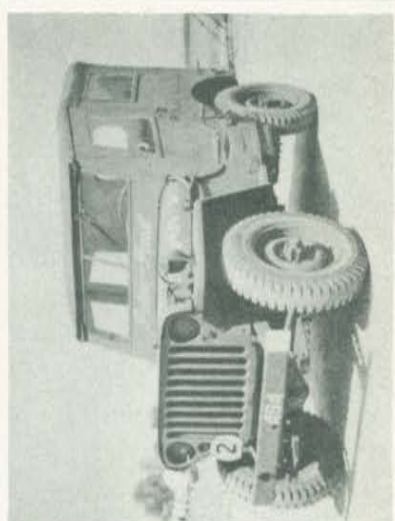
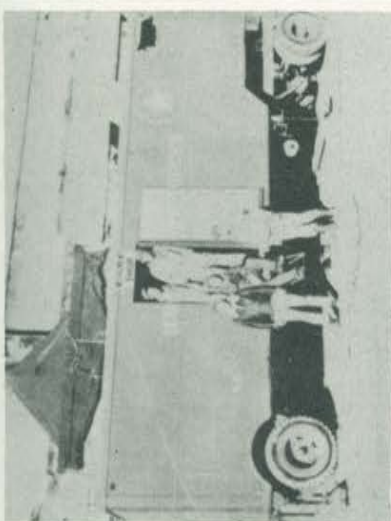
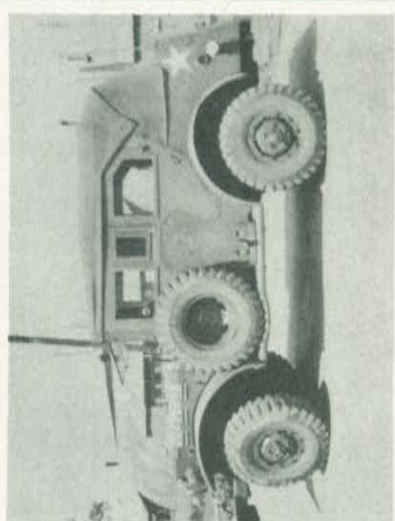
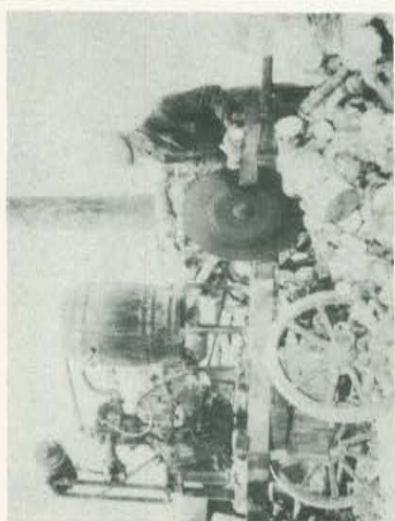
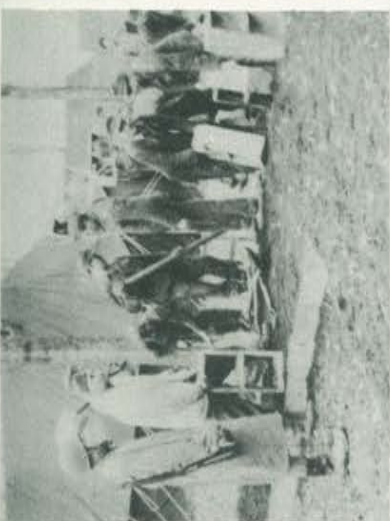


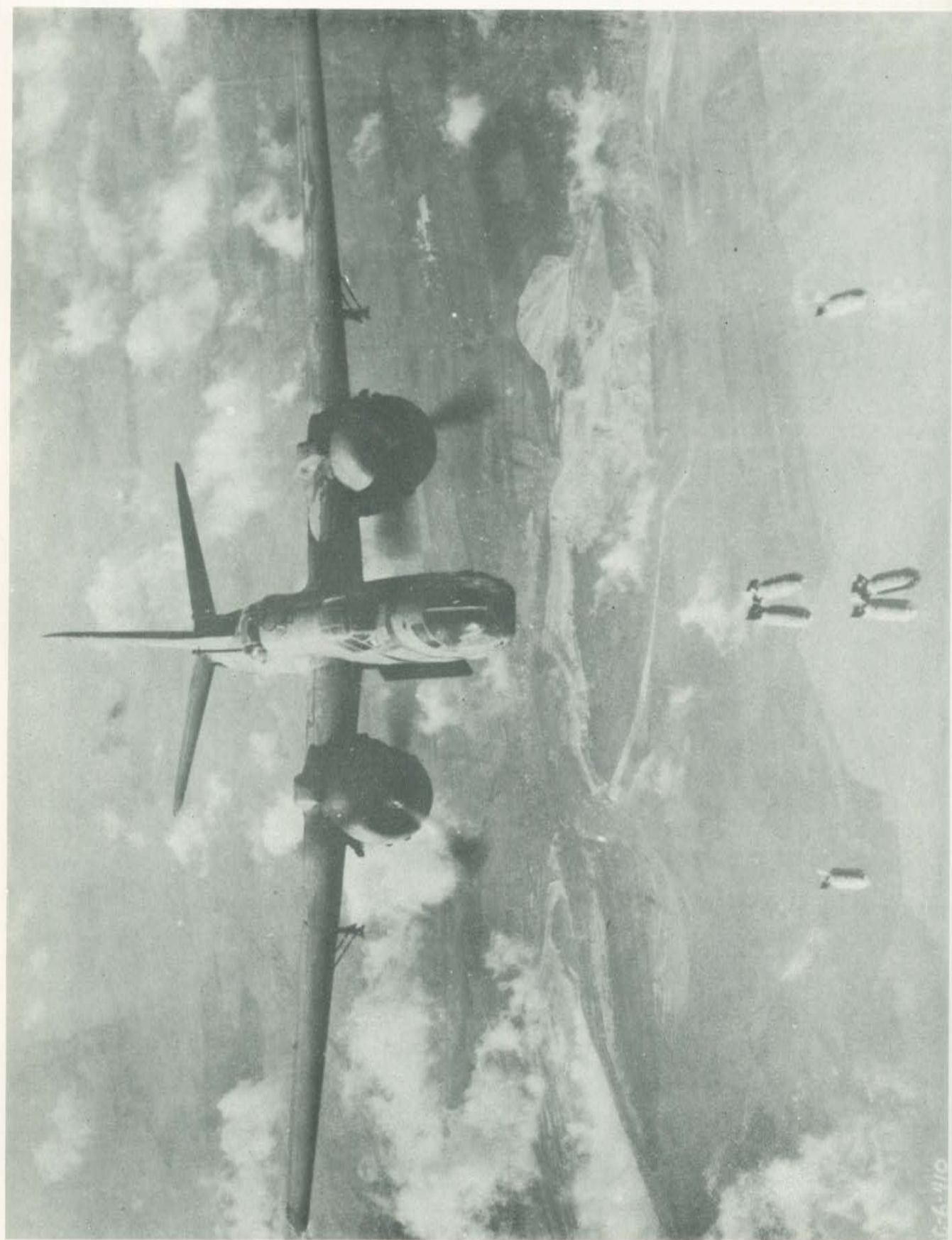


SC-4-410)



TEAM





OPERATIONS



COMBAT OPERATIONS

May 1944 to May 1945

From its first mission on the fourth of May 1944 until the Allied powers announced the final capitulation of Germany the 410th Bomb Group was in there pitching, doing its best and contributing whatever it could to the allied effort to crush the Nazi menace. From the time that Col. Ralph Rhudy climbed the briefing platform at Gosfield, England to wish the boys "Good Luck" on their first mission until the day that Colonel Hughey extended his personal thanks to all the men and congratulated them on a job well done the group never for a moment let up and step by step it ascended the ladder until finally in December it found itself perched on the top. Flying combat missions when most groups would have been in the transition stage the group did a remarkable job in proving that youth and inexperience are no handicaps if you've got what it takes and stay in there and keep pitching.

Singularly enough the group always came through when the stakes were down and the pressure was greatest--D-day and Invasion of the French coast, Cherbourg and Caen, Brest and St. Lo, the Ardennes and the Loire, the battle of the bulge, the crossing of the Rhine and the battle for the Ruhr, the National Redoubt and the battle for the very heart of Germany.

Looking back we recall the group dropping down to 3000 feet to support the invasion, blasting railroads, highways and communications. Looking back we remember the frags we dropped in support of the ground troops at Caen, frags which burst among the enemy troops and equipment concentrated in the tiny village of Demouville enabling the allies to push on to Caen, important communication center which the Germans had tried so stubbornly to hold. And then there was the time when the Yanks pressing against Cherbourg fell back 2000 yards in order to enable the group to attack an enemy artillery emplacement which had been pouring shell after shell into the advancing American columns making the Yanks pay for every inch with sweat and blood. The A-20's roared in that day against heavy, accurate flak but when they peeled off the target their five-hundred pounders had found the mark and what had been a gun

emplacement was but a mass of rubble. The Yanks went on to take Cherbourg and the group knew that it had contributed its share in the capture of the important harbor. And then, too, the battle of the now famous bulge when in five days 411 A-20s of the group dropped 1768 five hundred pound bombs on targets in the break-through area, the vast majority of which found their mark in the all-out effort to stop Von Runstedt and his racing columns. Twill be a long time until the members of the group forget those five days of blue skies and sunshine, days filled with hustle and excitement as every available plane roared into the sky. Tired crews with two missions under their belt forgot their fatigue and clammered for a third mission. Greasy crew chiefs and mechanics went sleepless in the race for time and they did a remarkable job as they kept their flak-riddled planes in the sky. The bombing accuracy of the group during those five days was uncanny and the Germans at Laroche, Kyllburg, Wengerohr, Ahutte, Zulpich and Pronsfield learned the meaning of that famous Yank expression "putting them in the pickel barrel". Hit, hit hard and then go back and hit again and this group and every other group did just that. The stakes were high, the chips were down but there was an ace in the hole Von Runstedt couldn't match. The ground forces rallied and held, the airforces bombed and strated. Von Runstedt was stopped and stopped cold. Yes twill be a long, long time until the 410th forgets "the battle of the bulge".

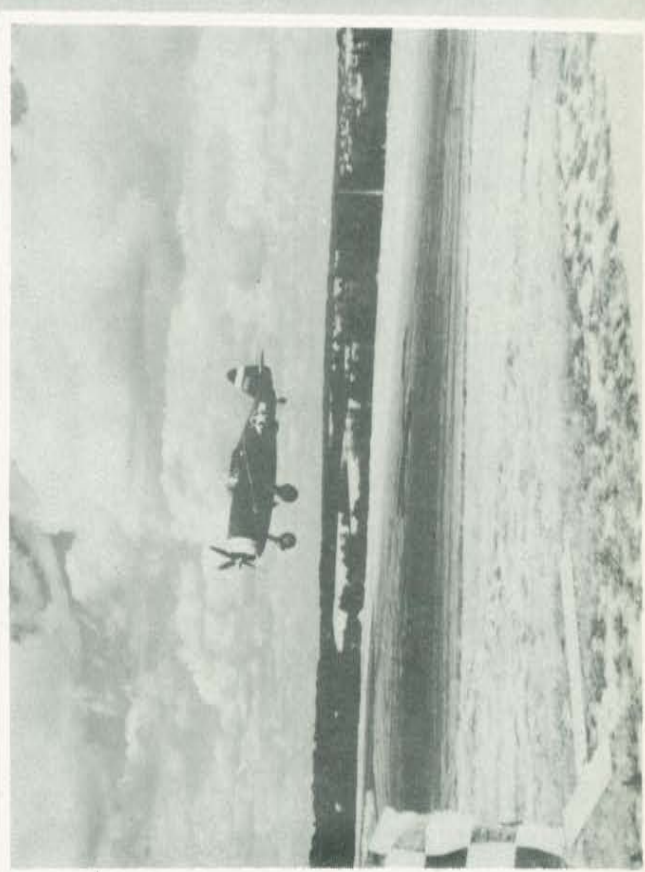
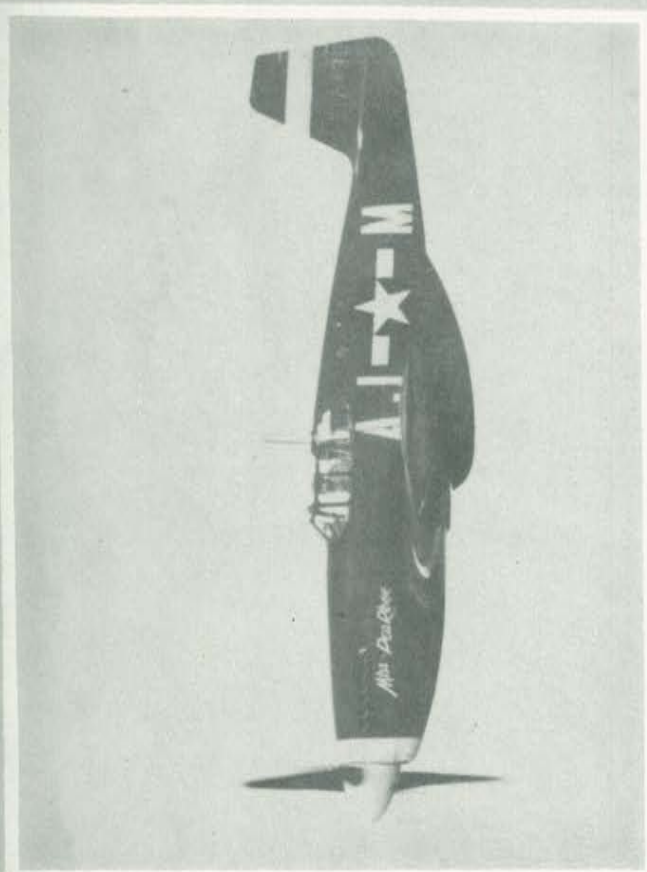
Even industrial targets usually assigned to the Forts and Liberators did not escape the aerial bombardment of the 410th Bomb Group, light-weight of the Bomb Division. Attacking high priority targets at Solingen and Mechernich, Germany the group proved that bomb for bomb the Ninth Air Force can do as good a job as any other airforce in the world. Hitting the jet aircraft engine plant at Solingen the A-20s destroyed several buildings in the industrial site and severely damaged main workshops as several bombs tore through the roof to explode inside.

The high priority ordnance depot at Mechernich, Germany was practically demolished by the bombs from two boxes of A-20s as the box leaders zeroed in their bombs in such fashion that General Vanderburg commended the group on the success of the mission which saw "not a single bomb wasted". Recon phot-

os disclosed the target at least seventy-five percent destroyed, proving though light as she is the A-20 can do a man-sized job.

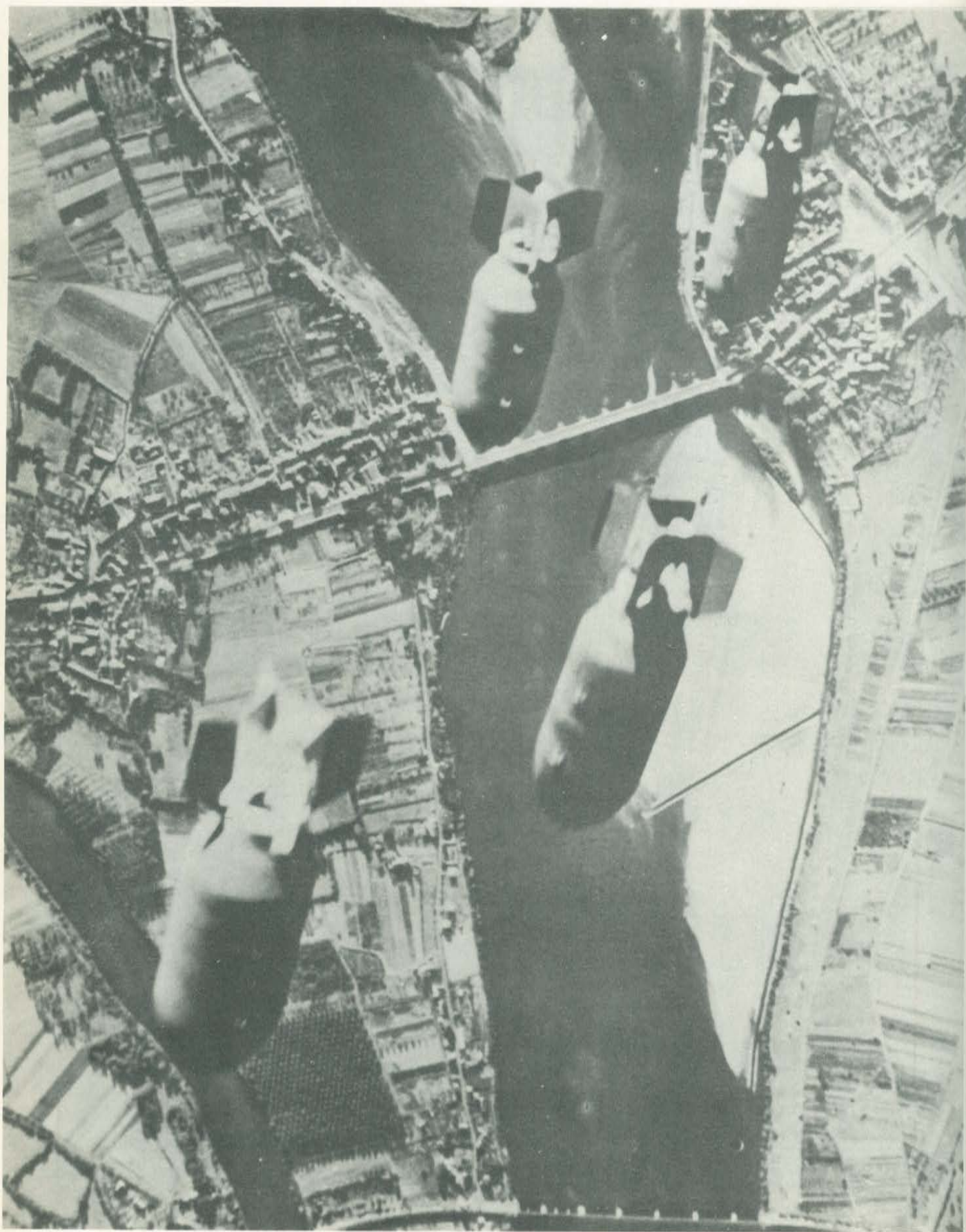
The last four weeks of operations saw the group bombing all over Germany from the Ruhr pocket to the Swiss border and doing an excellent job. This group and other groups pounded railroads until the Germans took to highways and then pounded highways and intersections until the enemy was at a standstill. Unable to advance or successfully retreat it was then that Jerry took such a terrific beating and it was on German soil that the once-proud Wehrmacht fell apart at the seams.

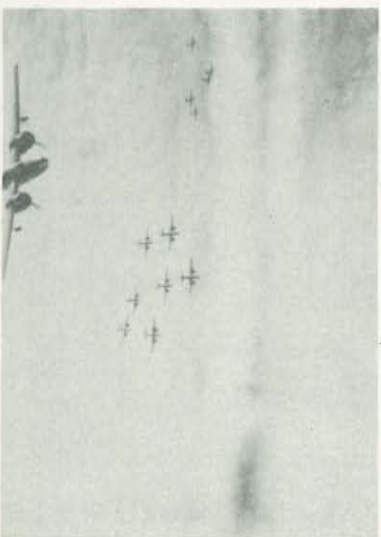
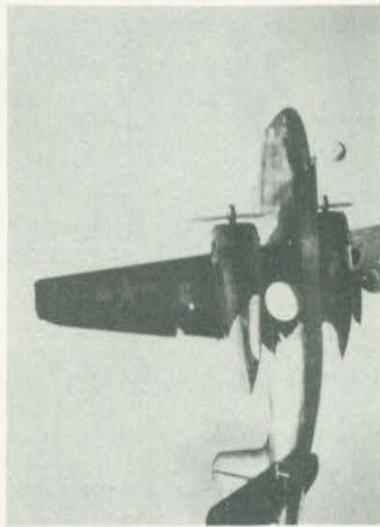
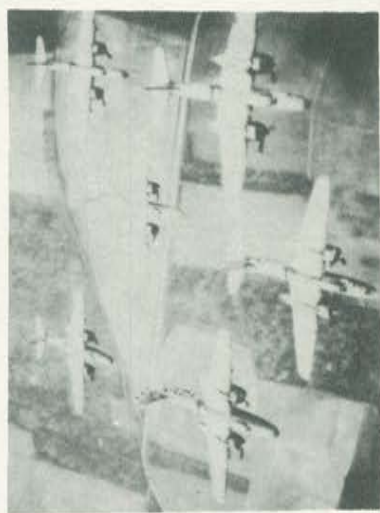
And as a year of operations drew to a close and final surrender appeared imminent the 410th perched on the top rung of the bomber command ladder began looking into the future, its fate an uncertainty. Army of Occupation, China, Burma, India or home? Questions that must for the time being go unanswered, they appear on every tongue. "Round and round she goes, where she stops nobody knows".



FIGHTER
ESCORT









[REDACTED]

NINTH AF CONSOLIDATED REPORT 9TH BD / SA 1262

(A) TARGET: AMBERG/KUMMERSBRUCK ORD/DEPOT 4416/U6 - WP/
005003

(B) SORTIE: US 410/659 THRU 663

(C) DATE: 9 APR 45 TIME: 0948 - 0949 B

(D) ATTACKING A/C: 35 A-20's BY 6's

(E) BOMBS: 210/500 GP 1/10 N., 1/100 T.

(F) COVER: TARGET SEEN ON PRINTS OF GOOD QUALITY.

(G) RESULTS OF BOMBING: THREE OF THE FLTS BOMBING HAD ALL
BOMBS IN THE TARGET AREA. TWO OTHERS FRINGING THEIR
DESIRED MPI's COVER RAIL TRACKS AND ROADS S OF THE
DEPOT. II-A HAS ITS BOMB PATTERN 1 MILE S OF THE
DESIRED MPI IN OPEN FIELDS AND ACROSS A HWY.

(H) ACTIVITY: LONG TRAIN, INCLUDING 18 CARS WITH THE GENEVA
CROSS, IS ON TRACKS S AND W OF THE DEPOT.

(I) ANNOTATED PRINT: 5009 SORTIE: US 410/663

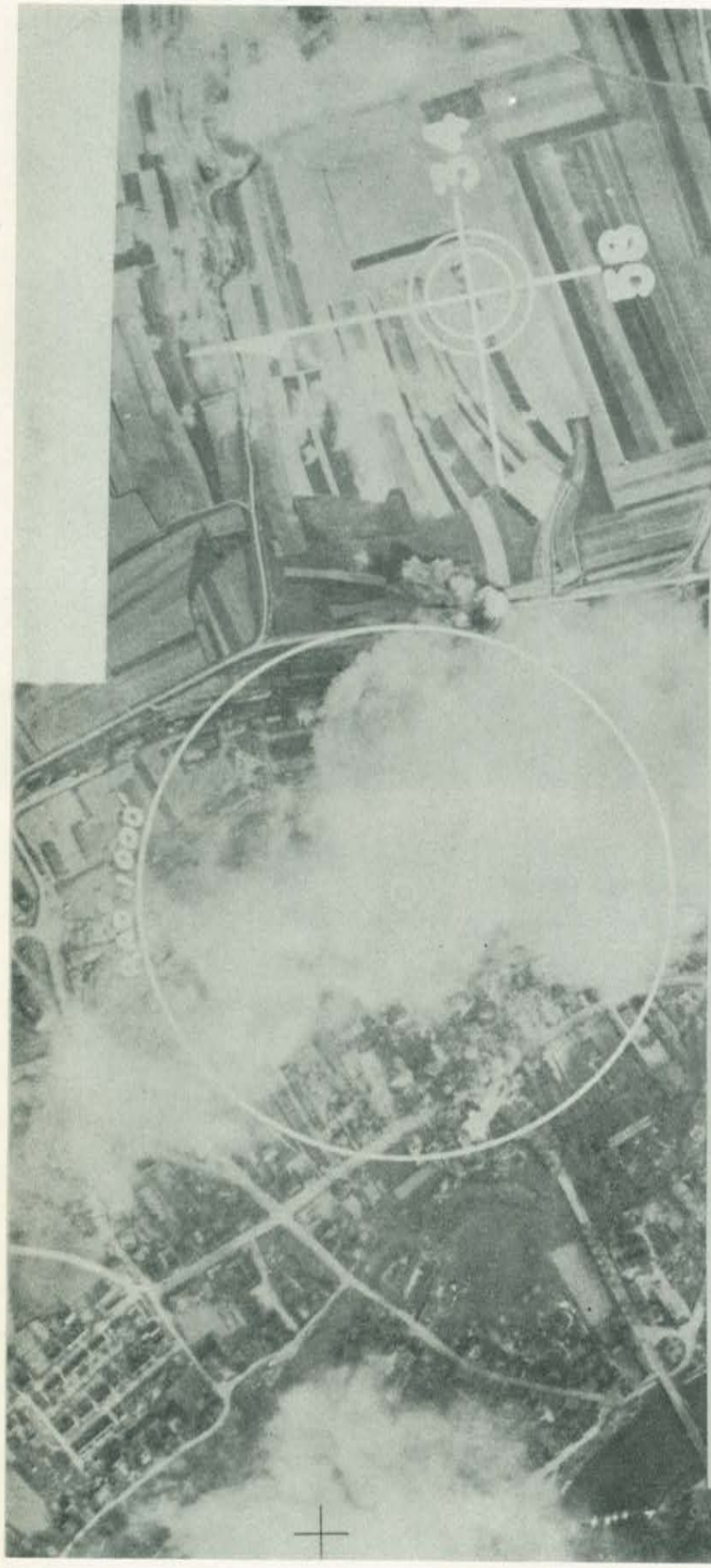
NOTE: RECTANGLE ENCLOSES BOMB PATTERN AREA.

DISTRIBUTION: S/A

[REDACTED]

DET "C" 20th PID
AT HQ. 9th B.D.





HITTING THE RAILROADS

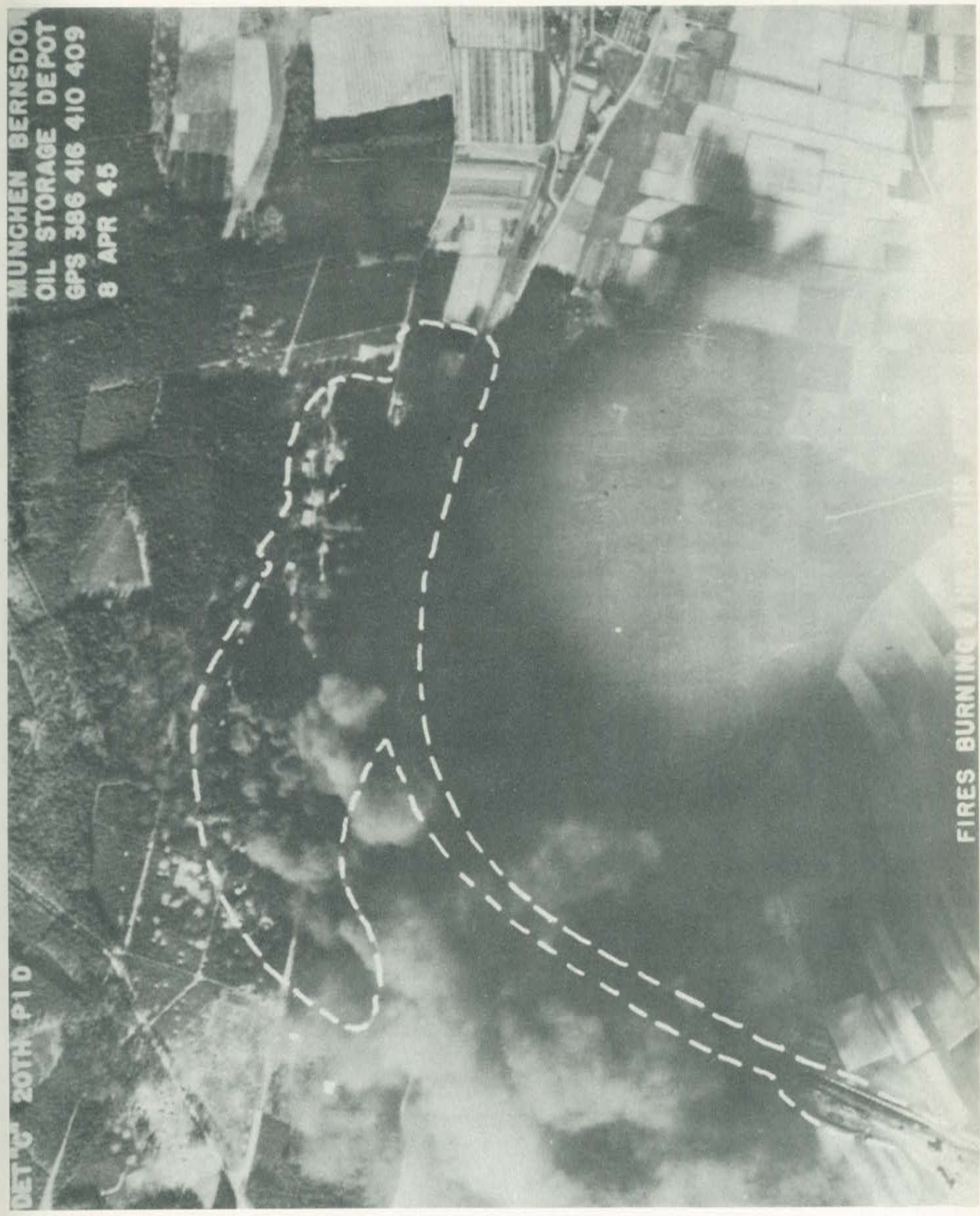
Attacking the Saalfeld Marshalling Yard on 9 April 1945, six flights of A-20's of the 410th Bomb Group dropped their bombs with the above result. Bomb bursts blanketed the marshalling yard causing severe damage to the roundhouse, turntable and other installations while direct hits destroyed a large number of railroad cars. The attack started fires raging among the cars and later photographs showed extensive damage throughout the yard itself.

Leading their flights over the target were pilot-bombardier teams of Lt. Col. Paulson and Lt. Shumate; Lt. Cohen and Lt. Davis; Lt. Craddock and Lt. Castle; Maj. Cavanagh and Lt. Fessler; Lt. Barkalow and Lt. Reppert and Lt. Davis and P/O Graham.

SAALFELD M/
GP 410
9 APR 45

MUNCHEN BERNSDORF
OIL STORAGE DEPOT
GPS 386 416 410 409
8 APR 45

DET 'C' 20TH P10



FIRES BURNING AT OIL STORAGE DEPOT

[REDACTED]
NINTH AF CONSOLIDATED REPORT 9TH BD / SA 1336
(A) TARGET: MAUDEBURG DEF/CITY 4416/PC - RY/675030
(B) SORTIE: US 410/687 THRU 692
(C) DATE: 17 APR 45 TIME: 1120 - 1125 B
(D) ATTACKING A/C: 37 A-20's BY 6's
(E) BOMBS: 222/500 GP 1/10 N., 1/100 T.
(F) COVER: TARGET IS SHOWN ON FAIR QUALITY PHOTOGRAPHS.
(G) RESULTS OF BOMBING: THE BOMB PATTERNS OF ALL FLTS
COVER SECTIONS OF THE BUILT-UP AREA OF THE CITY.
THREE OF THE FLTS BOMB PATTERNS EXTEND OVER THE
DESIRED OR SELECTED MPI's.

(I) ANNOTATED PRINT: 7 SORTIE: US 410/691

NOTE: RECTANGLE ENCLOSSES BOMB PATTERN AREA.

DISTRIBUTION: 3/A

[REDACTED]
DET "C" 20th PID
AT HQ. 9th B.D.



DET C 20TH PID

765

115

ERDING A/F
GP 410
25 APR 45



SIMMERN M/Y



ENGELSKIRCHEN M/Y



WURZBURG M/Y



MECKERNICH ORDNANCE DEP



PIRMASENS ROAD JUNCTIONS



FULDA M/Y



LA ROCHE ROAD NET



SIMMERN M/Y

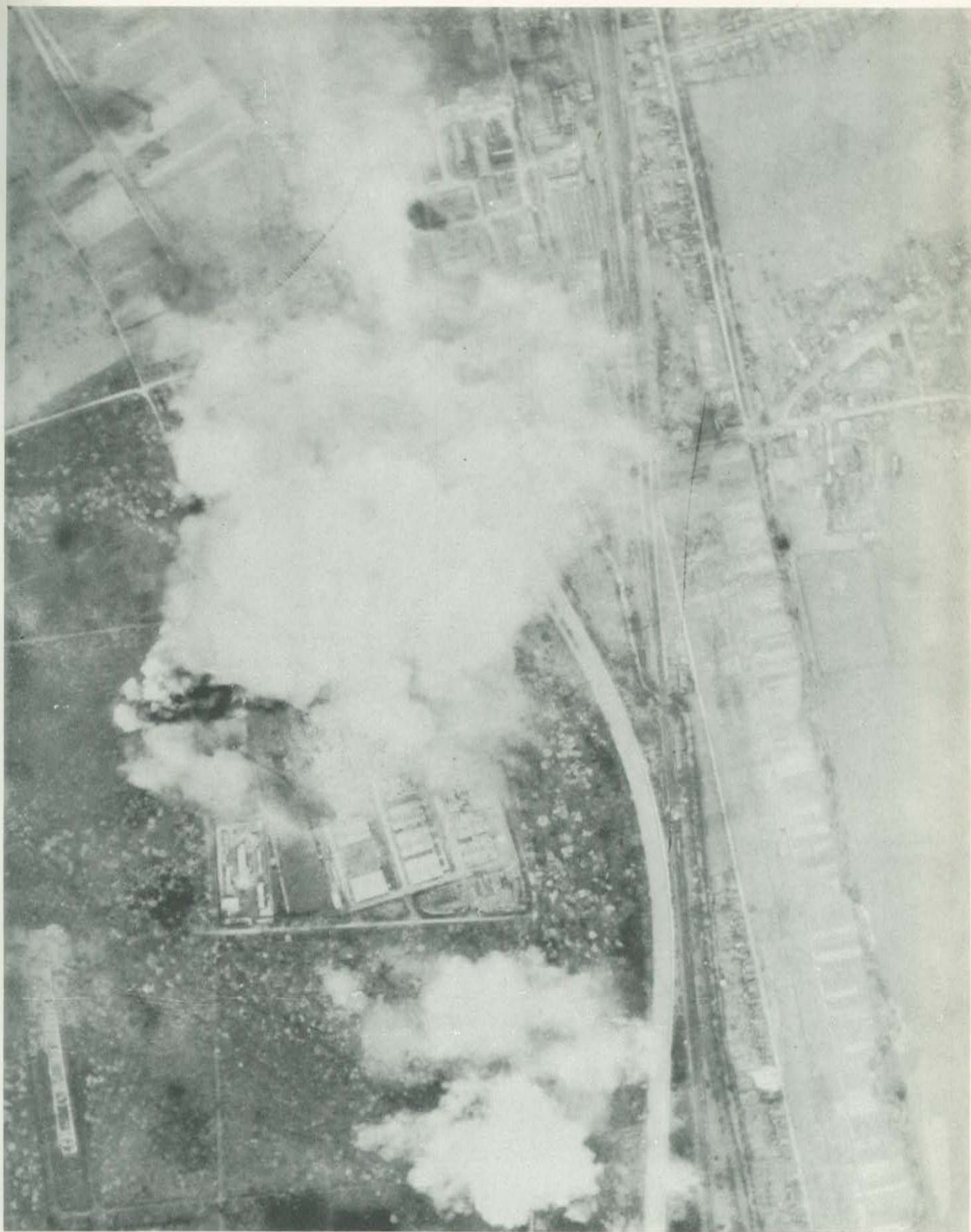


BORKEN BUILT-UP AREA



97% all hunts 500' NORTHEIM







EPONE MEZIER'S



BREST GUN POSITION



TRIEK RAIL FACILITIES



LISIEUX ROAD JUNCTION



BREST GUN POSITION



ZARNHOFF WAREHOUSE



SERQUEUX M/Y



ARNEMUNDEN CHOK POINT



ZARNHOFF WAREHOUSE

**MUNCHEN-BERNSDORF
OIL STORAGE DEPOT**

GP 410

8 APR 45



VERSATILE

Shifting its attack from enemy communications the 410th Bomb Group on 8 April 1945 lashed out against Hitler's fast decreasing oil storage. Attacking the heavily wooded area in the vicinity of Munchen-Bernsdorf the P-20 raiders zeroed in their bombs and as the last of six flights peeled off the target huge columns of smoke could be seen billowing into the air. Fires were soon raging in the area and six hours after the attack reconnaissance photos showed the entire target area afire and out of control.

Leading flights over the target and coming through with excellent bombing results under difficult conditions were the pilot-bombardier teams of Lt Col. Gaps and Lt. Benton; Lt. Stillings and W/O Pavelski; Lt. Van Antwerp and Lt. Berger; Lt. Childs and Lt. Mayor; Lt. Ehlers and Lt. Hansen and Lt. David and Lt. Partington.



CARENTAN RAIL FACILITIES



LESSAY RAIL & HWAY FACILITIES



LESSAY RAIL & HWAY FACILITIES



LESSAY RAIL & HWAY FACILITIES



BALLEROY ROAD NET



LE HAYE (CHOKES POINTS)



LE HAYE (CHOKES POINTS)



LE HAYE (CHOKES POINTS)



ARGENTAN HWAY NET



FORET D'ANDAIN



CHERBOURG GUN POSITION



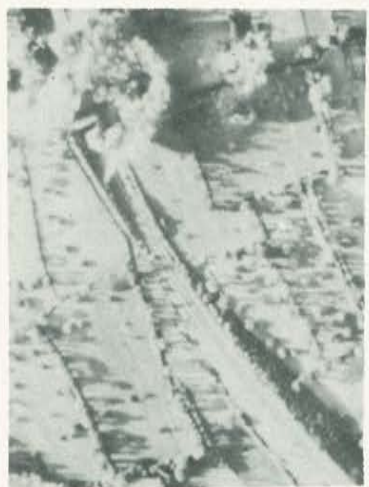
CHERBOURG



CHAULNES M/Y



CARENTAN RAIL FACILITIES



RENNES R.R. EMBANKMENT



FORET DE ECOUVES



FORET DE LA GUERCHE



FORET DE LA GUERCHE



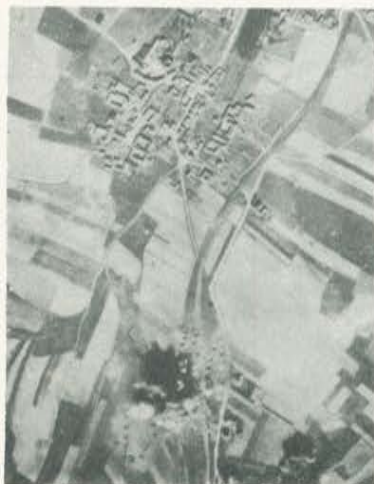
MUNCHEN BERNSDORF F/D



NORTHEM M/Y



KUMMERBRUCK ORDNANCE DEP



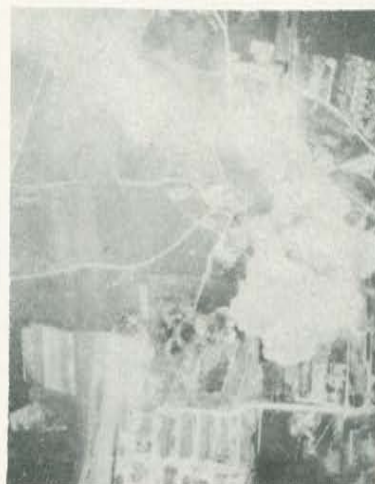
TRIPTIS MARSHALLING YARD



TRIPTIS MARSHALLING YARD



NAUMBURG ORDNANCE DEP



KEMPTON ORDNANCE DEP



MAGDEBURG ORDNANCE DEP



NEUBERG OIL STORAGE



LA LONGVILLE NOBAIL



AERSCHOT MARSHALLING YARD



BEAUMONT LE ROGER A.F.



BEAUMONT LE ROGER



BEAUMONT SUR OISE A.F.



BEAUMONT SUR OISE A.F.



AMIENS MARSHALLING YARD

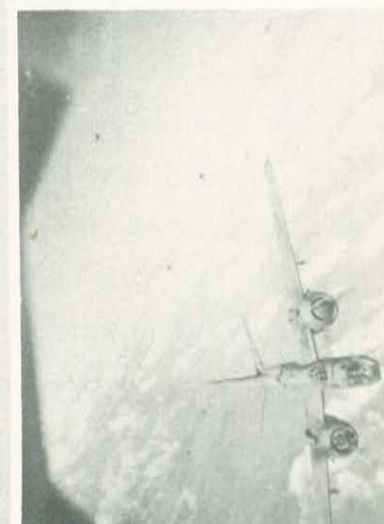
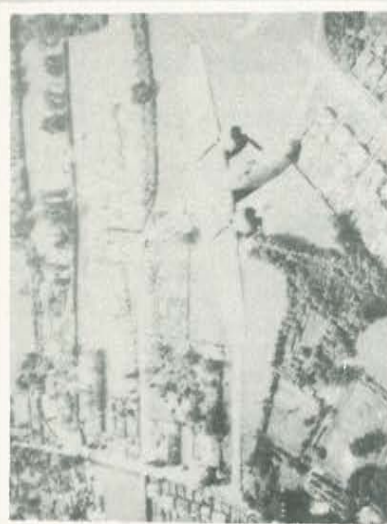
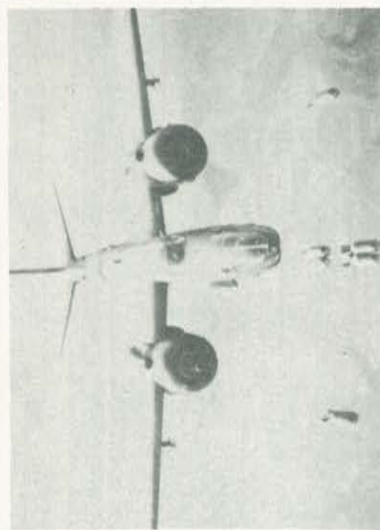
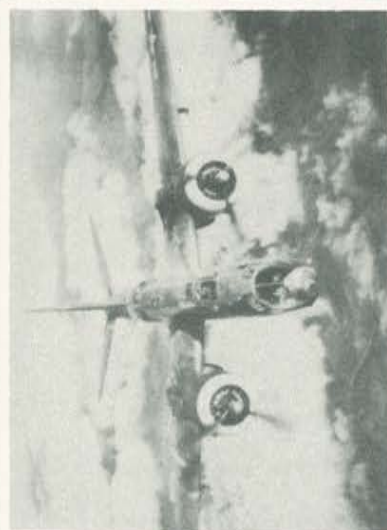
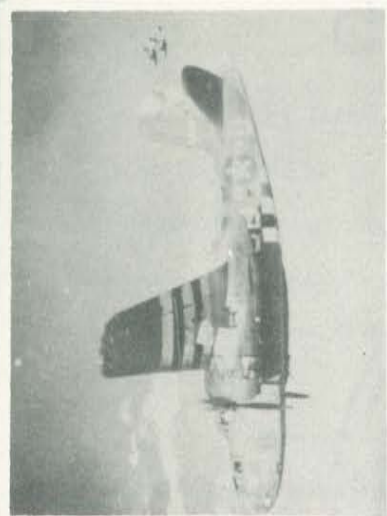


ATILLY LE HAUT CLANCHER



CHARTRES





9 FEBRUARY 1945

Reims
A-68



France

17 MAY 1945

Juvincourt, France

The fifth day of February found the group imposing a restriction on all personnel prior to the move from A-58 near Coulommiers to A-68 between Rheims and Laon. The move was completed in five days time, the advance ground echelon arriving at A-68 on 9 February 1945 to be followed two days later by the air echelon with the rear echelon pulling into their new station on 14 February 1945.

Upon arrival at A-68 the group busied itself with a work program calling for a general house-cleaning of all buildings on the field, construction of new buildings and modification of old, and control of a nasty mud situation. A few days of continuous hard work accomplished miracles and the appearance of the base which was not too impressive at first showed remarkable improvement. In short order Group Headquarters, all four squadrons and other station units were set up in their respective areas and were fully operational.

Located approximately midway between Rheims and Laon, France, A-68 was a former German Airfield which had been used as an American fighter base prior to its occupancy by this group. Because of its nearness to Rheims and Supreme Headquarters the field became another "La guardia", housing at times every type of plane from liaison craft to the huge C-54. Unlike A-58 the Germans left so hurriedly that they permitted a large number of hangars and buildings to remain standing. These hangars are now scenes of great activity where mechanics and their helpers work round the clock in the all-out effort to keep every available plane in the sky. Group Headquarters is located in one of two barracks-type buildings near the north end of the field just west of the main Laon-Rheims highway. The building which adequately houses the administrative offices of Headquarters as well as the 314 Station Complement is located approximately one-quarter mile from the operations site which comprises Group Operations, Group Intelligence, Group Communications, Weather, Photo, Armament, Ordnance, Engineering and Tech Inspector. All those sections are grouped together in two large buildings - the Ops building and the Photo building on opposite sides of the main N/S highway. Each squadron has its own operational site and the field is at the present writing one of the finest that this group has ever occupied.

EARNING A REPUTATION

Following are four of the many commendations received by the 410th Bomb Group during its year of combat operations in the European Theatre. Leading all groups in Bombing Accuracy, the 410th has definitely earned its reputation as the "Best Bomb Group in the World". Its yearly average of 42 percent of all bombs within a 500 foot radius of the aiming point is truly indicative of the Marksmanship of the sharp-shooting A-20 raiders:

21 February 1945

SUBJECT: Commendation for 410th Bombardment Group.

TO : Commanding General, 9th Bombardment Division (M), APO 140, US Army.

1. Strike photographs show the 410th Bombardment Group on 19 February 1945 bombed the Mechernich Motor Vehicle Repair Center with truly superior accuracy, both boxes completely blanketed the target with scarcely a wasted bomb.

2. Such accuracy is outstanding, even on the enviable record of the sharp-shooting 410th Group. Please convey to that unit my heartiest congratulations. The enemy already is critically short of motor transportation and such attacks materially lessen his ability to continue the war.

SIGNED: LIEUT GEN. VANDENBERG

22 February 1945

TO : 410th Bomb Group (L).

FROM: : 9th Bomb Div, via 97th Wing.

"I congratulate and commend you most highly for the results obtained on the operation Clarion and for following up a few hours later with large scale and very successful night operations.

The Versatility, initiative, aggressiveness and accuracy you displayed was outstanding. I am damn proud of you and your continued success.

SIGNED: MAJOR GEN. ANDERSON.

7 April 1945

TO: 410th Bomb Group (L).

FROM: 9th Bomb Div, (M).

"Your two superior strikes at Northeim on 7 April are entirely in keeping with the reputation you are establishing as the best bombing group in the world today. I'm immensely proud of you. Keep up the good work."

SIGNED: MAJOR GEN. ANDERSON.

12 April 1945

TO: 410th Bomb Group (L).

FROM: 9th Bomb Div, (M).

"I congratulate you and your group on the splendid job you did of getting to and bombing the Kempton Ordnance Depot in spite of very adverse weather conditions. A stereo-pair indicates 65 percent of the supplies in the area and 25 to 30 buildings were destroyed by your attack. The determination which caused you to overcome weather difficulties resulted in a very important contribution to the War Effort, since this target was of such importance that it was set up for an additional attack on 13 April and the attack was cancelled because of weather. The damage already inflicted by you becomes increasingly valuable each day weather prevents additional attack on this target".

SIGNED: MAJOR GEN. ANDERSON.

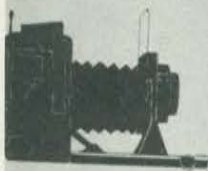


A 68
LOWELL
THOMAS
VISIT



410

PHOTO



C.W.D. Harold W. Fisher
West Mansfield, Ohio



Capt. Bernard J. Golden
Harrisburg, Penn.



Lt. Edward D. Esping
Gary, Indiana



Cpl. Alton E. Wilson
Bakersfield, California



Cpl. Robert A. Wood
Spokane, Washington



Sgt. John C. Redmond
Syracuse, New York



Cpl. Charles J. Andalora
Warren, Ohio



S/Sgt. Joseph C. Holtzman
Charleston, Penn.



Pfc. Joseph C. Shea
Anaheim, California



Pfc. Robert B. Murray
Edwardsville, Illinois



Cpl. G. A. Johnson
Santa Maria, California



Pfc. Randall Kuiper
Grand Rapids, Michigan



Sgt. Fred G. Swan
La Junta, Colorado



Pfc. Joseph E. Kelly
Detroit, Michigan



Cpl. Jason Welch
Rockford, Illinois



Cpl. Charles W. Hammer
Idaho Falls, Idaho



Pfc. Jose M. Calderin
Astoria, Long Island, N.Y.



Cpl. John G. Duff
Bayside, Long Island, N.Y.



Cpl. John A. Cassidy
Philadelphia, Penn.



Cpl. John A. Walczak
Milwaukee, Wisconsin



Cpl. Leonard Herman
Brooklyn, New York



Cpl. Flavious J. Van Dyke
Memphis, Tenn.



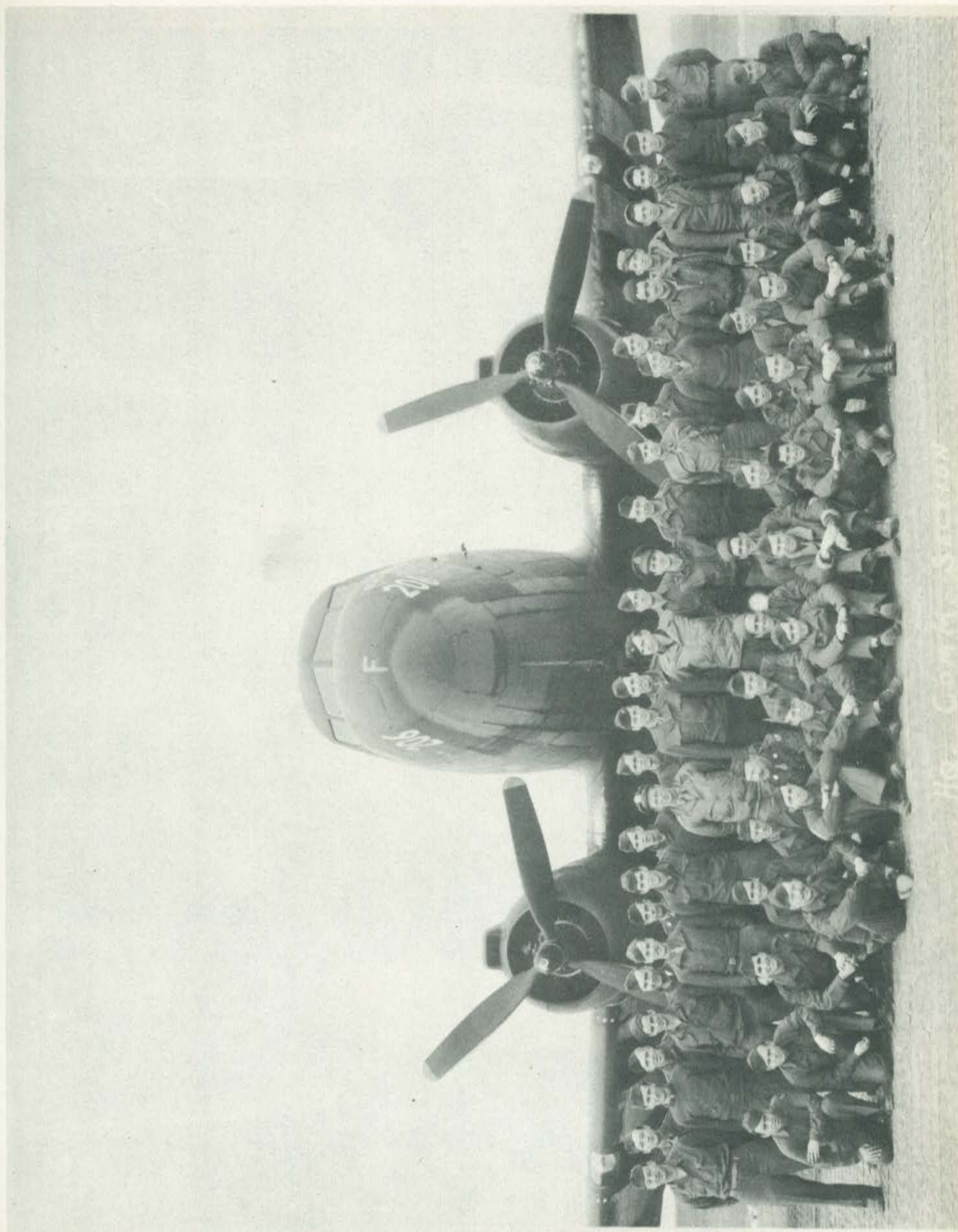
Pfc. Abel E. Felner
Malone, Alabama





H40 HIGH MEDIUM SECTION

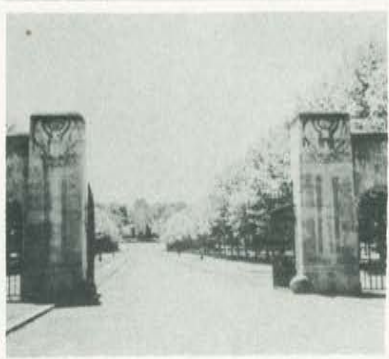
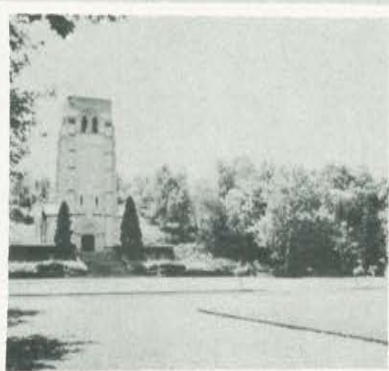


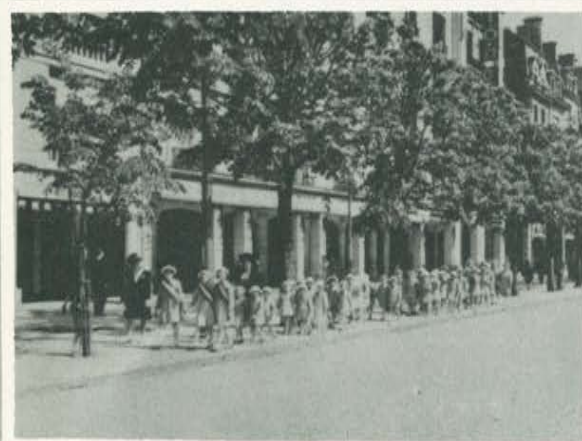
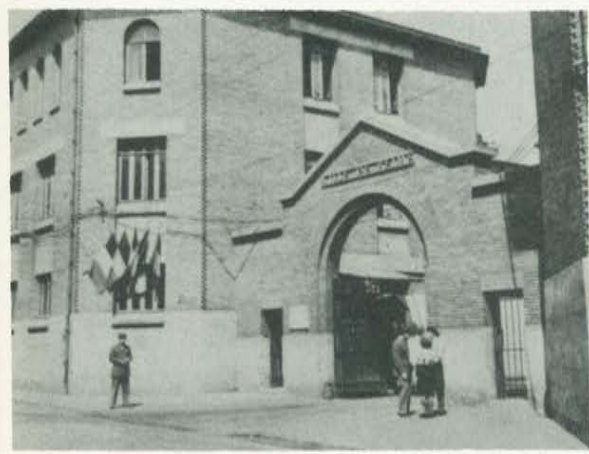


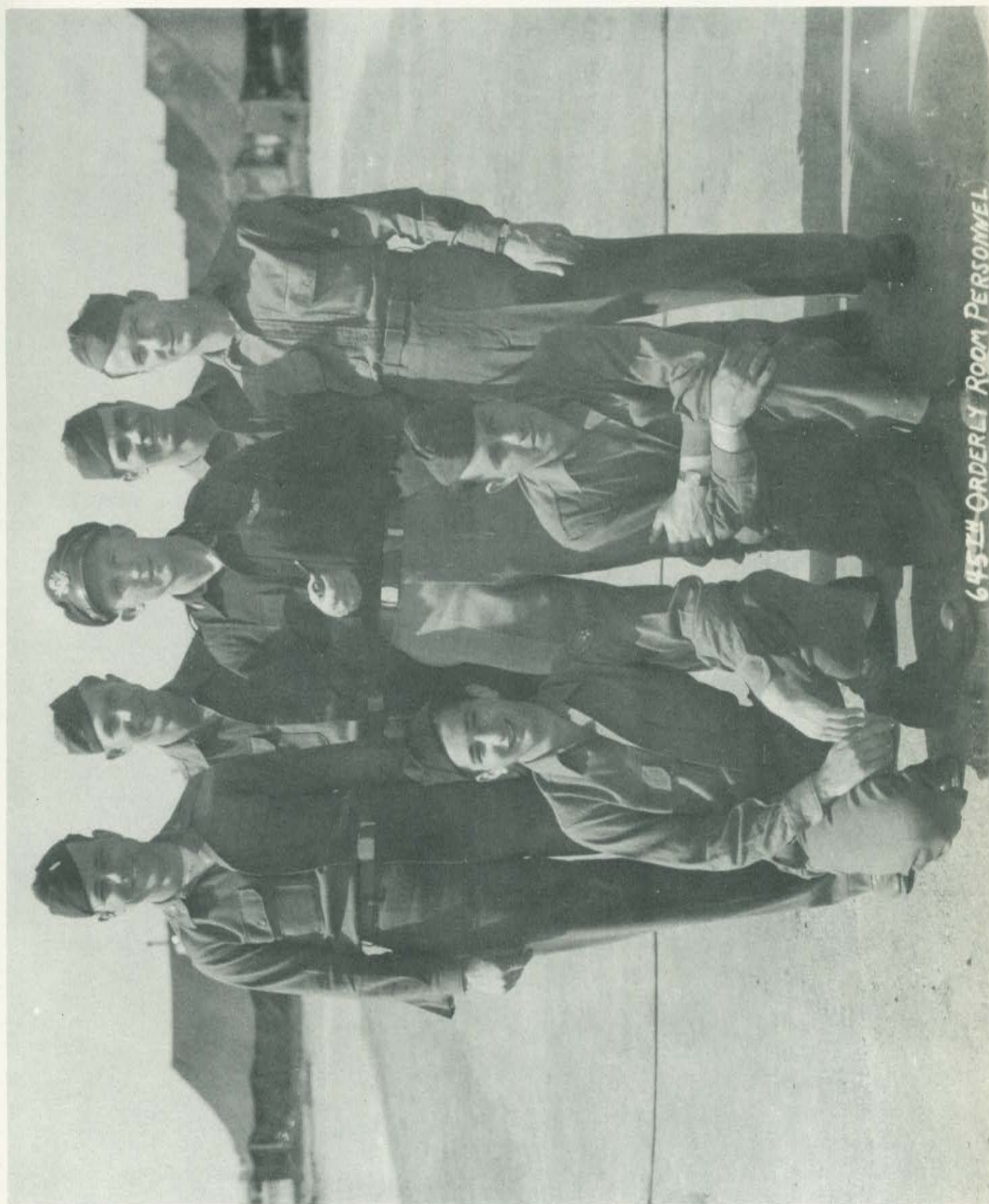
Hq. Combat Squadron



POST-OFFICE PERSONNEL



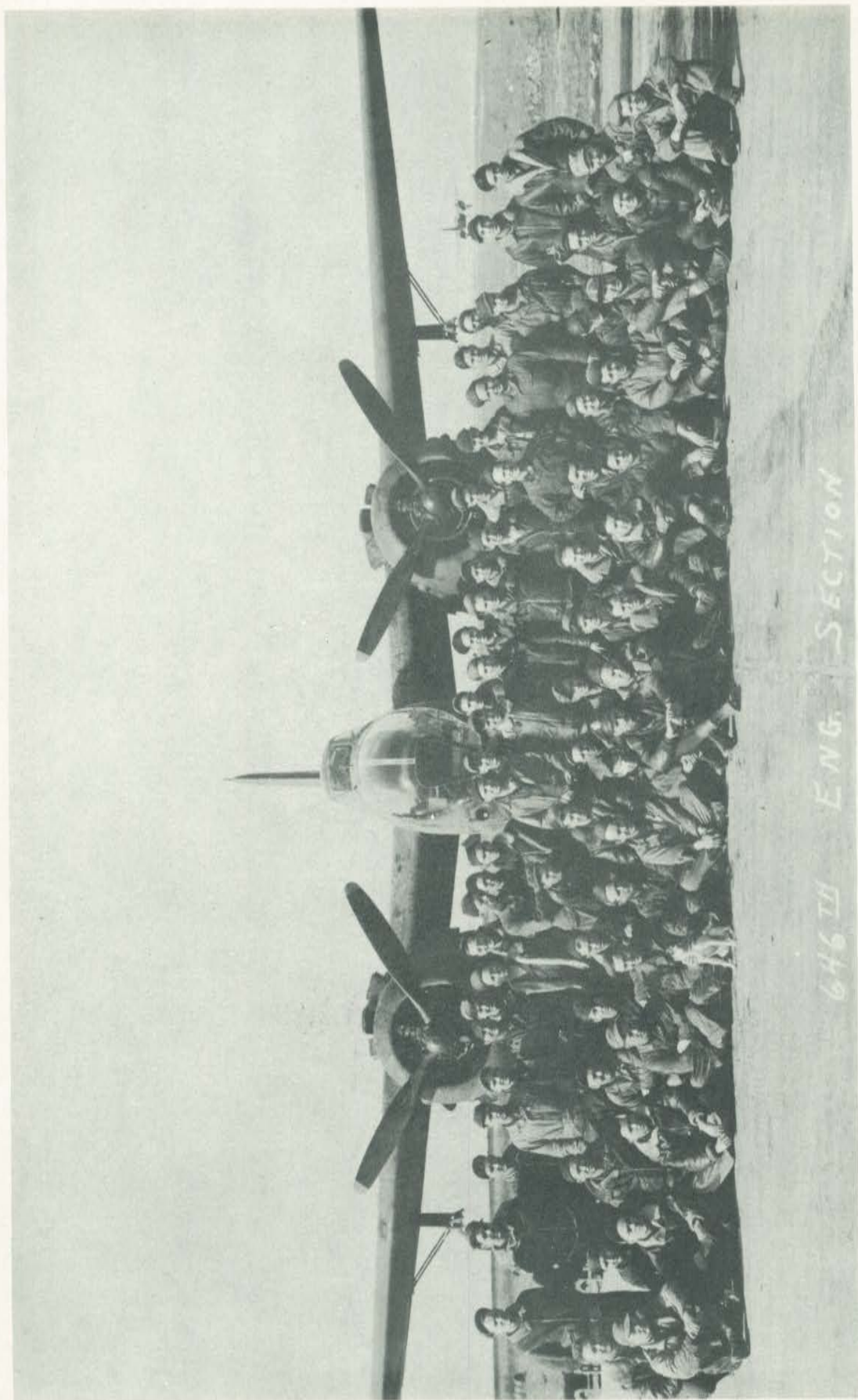


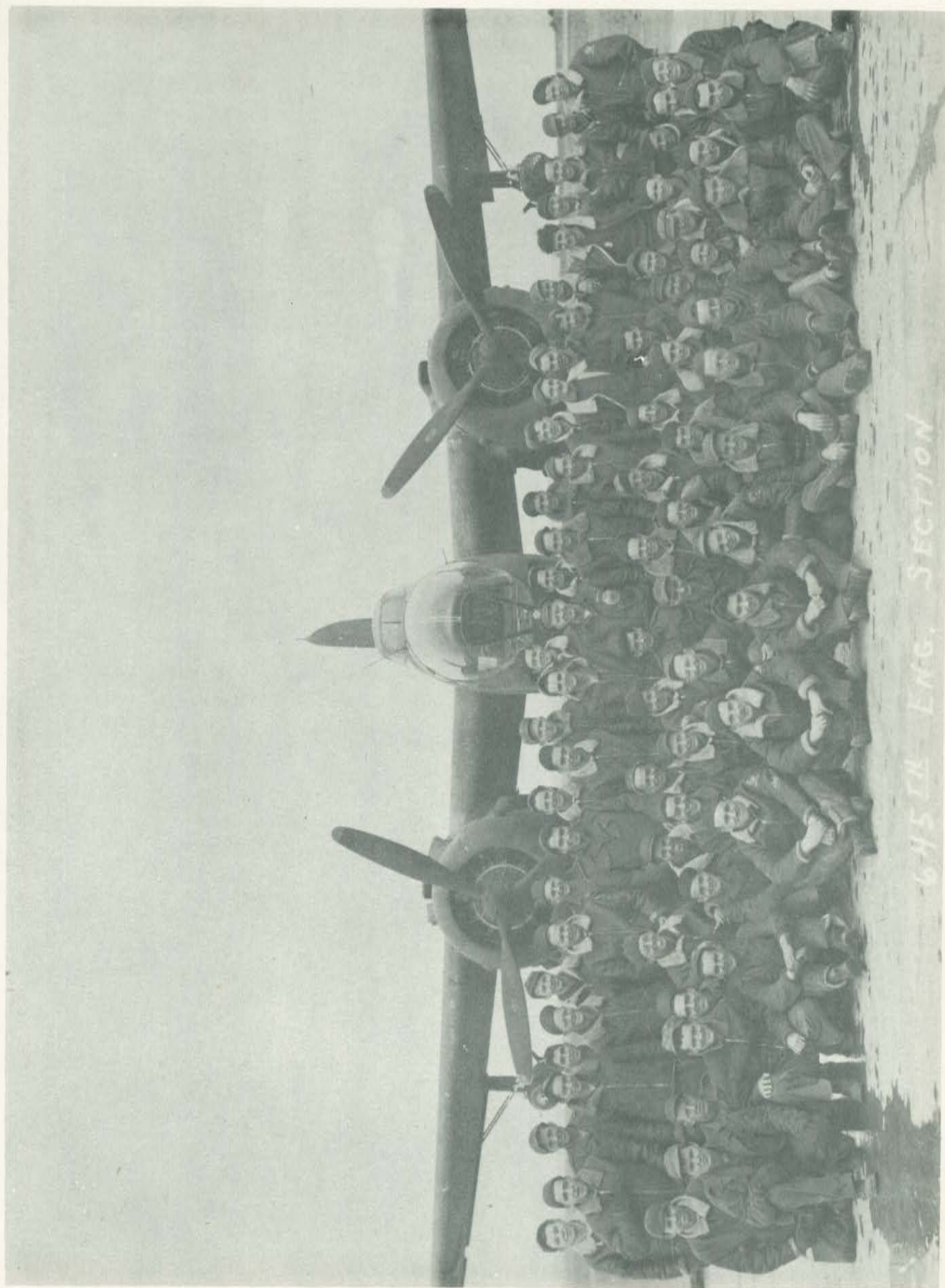


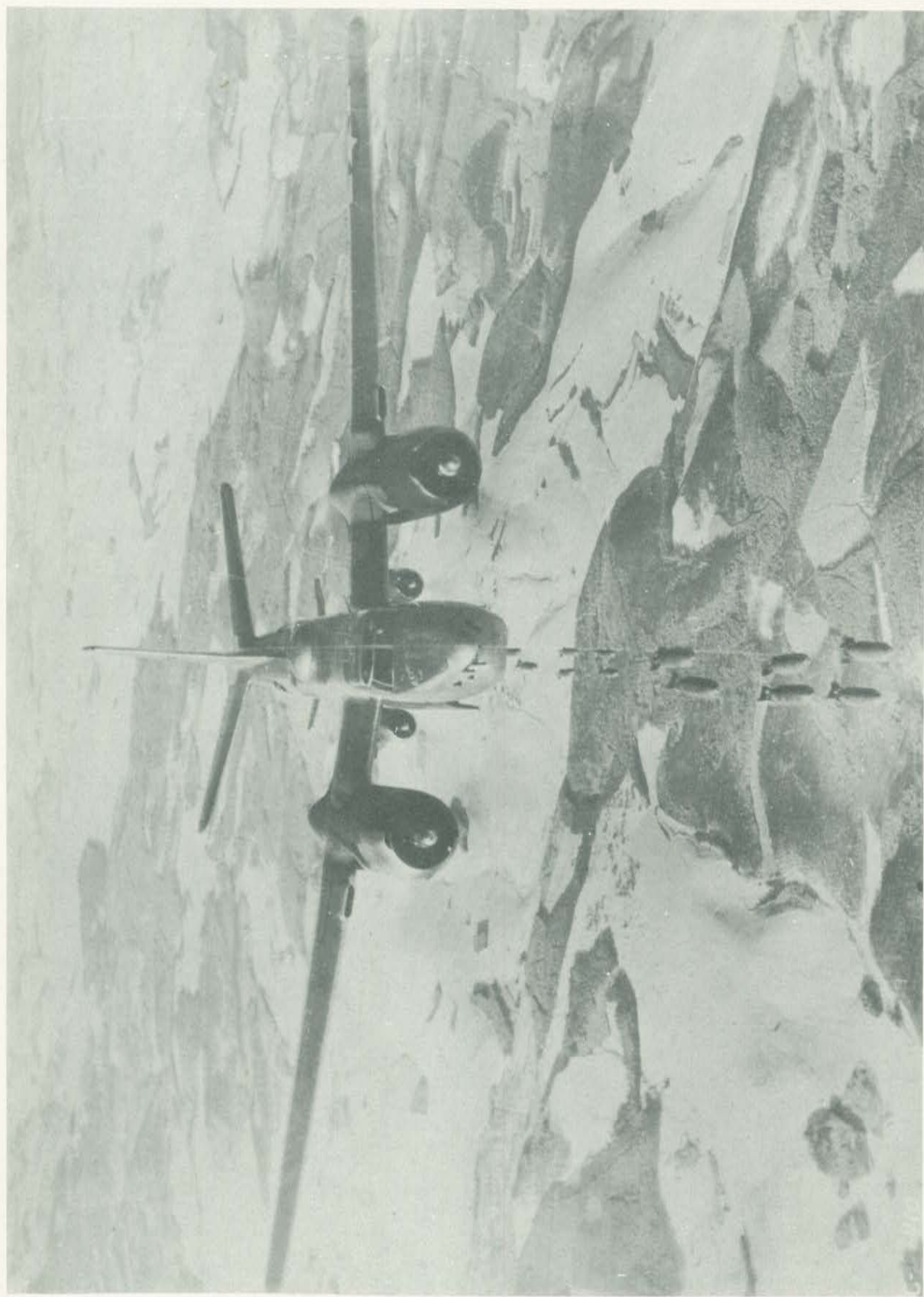
645TH ORDERLY ROOM PERSONNEL

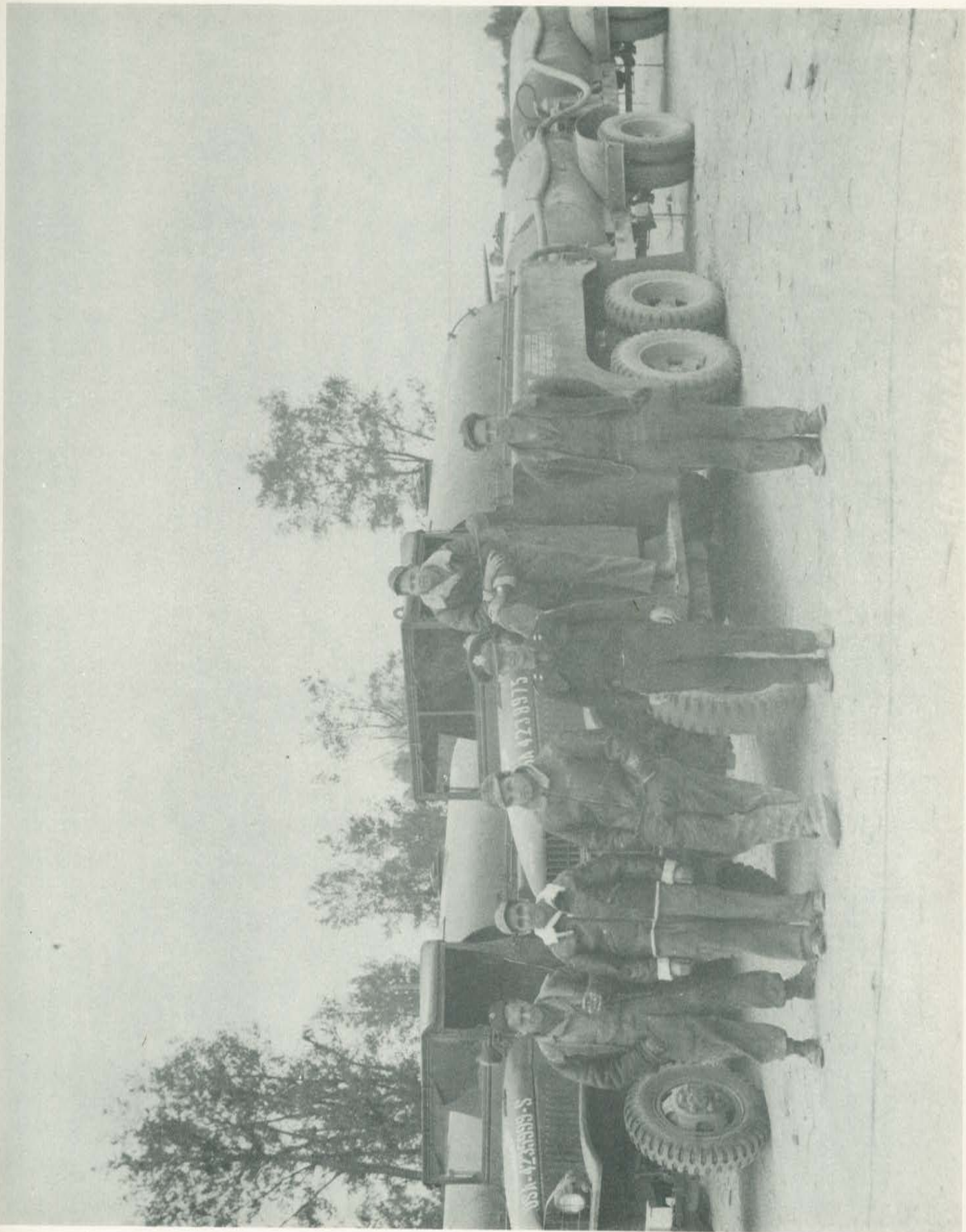


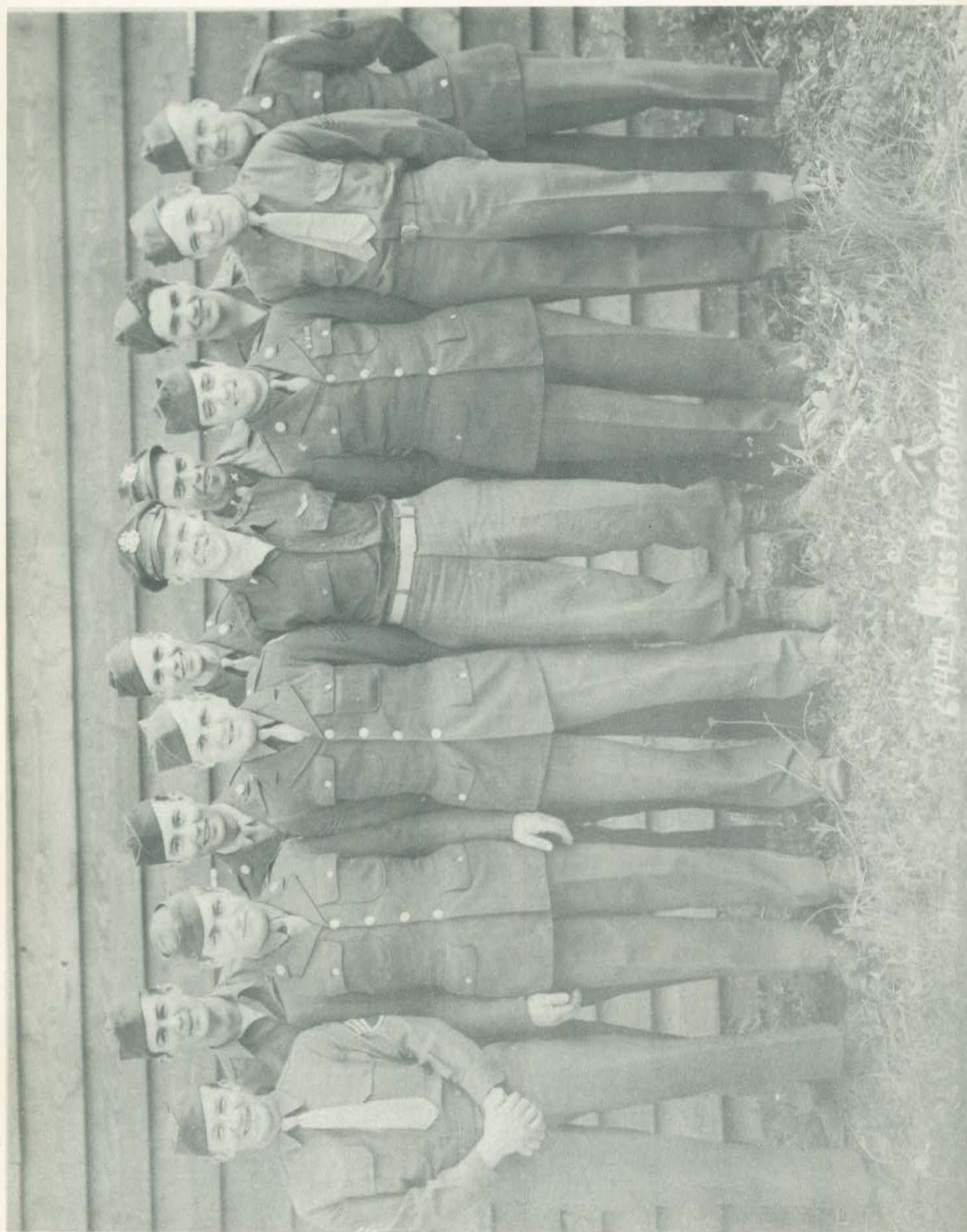












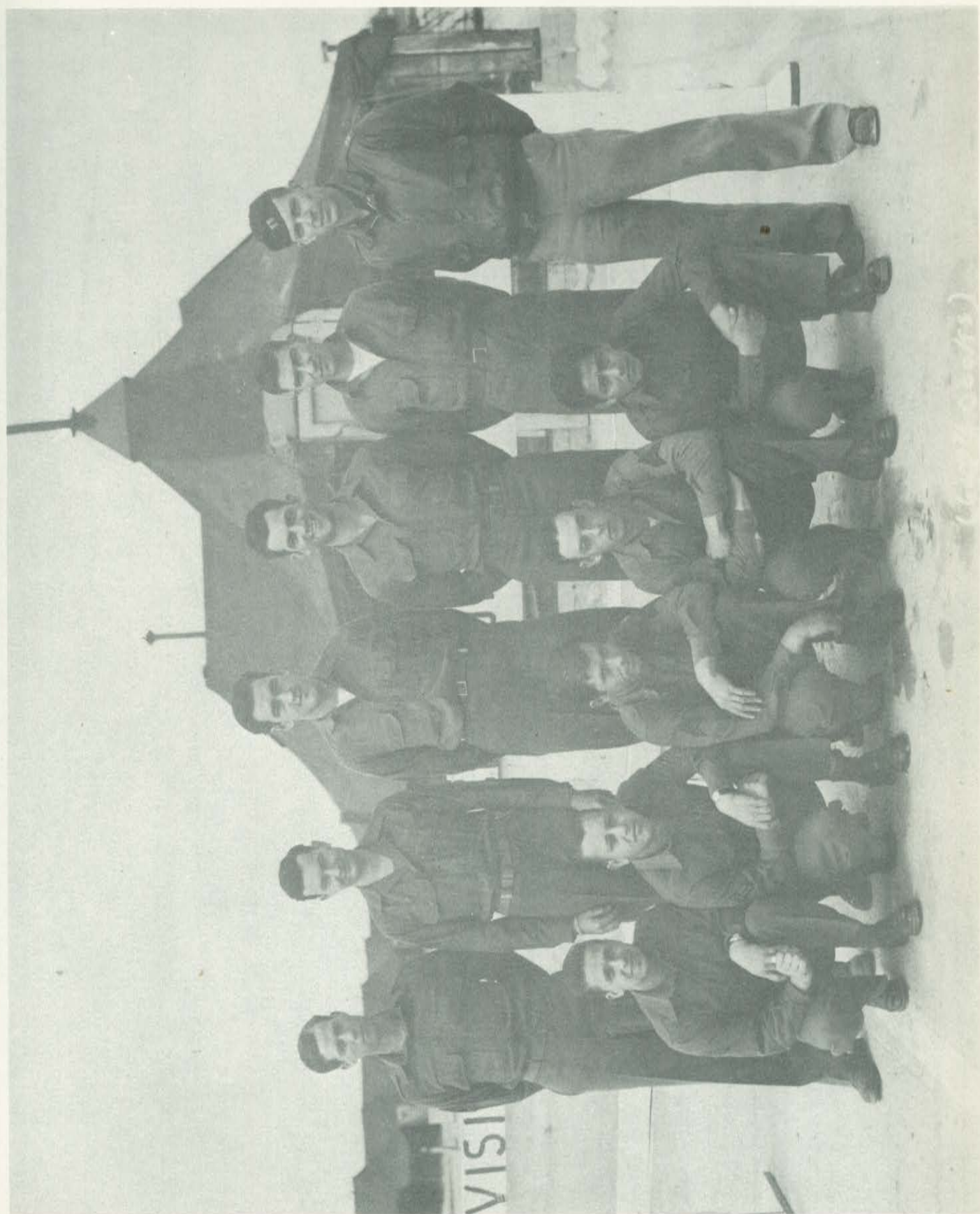
44TH Mess Personnel



1001
1002
1003
1004
1005
1006
1007
1008
1009
1010



HQ. OFF. MASS. PERSONNEL.





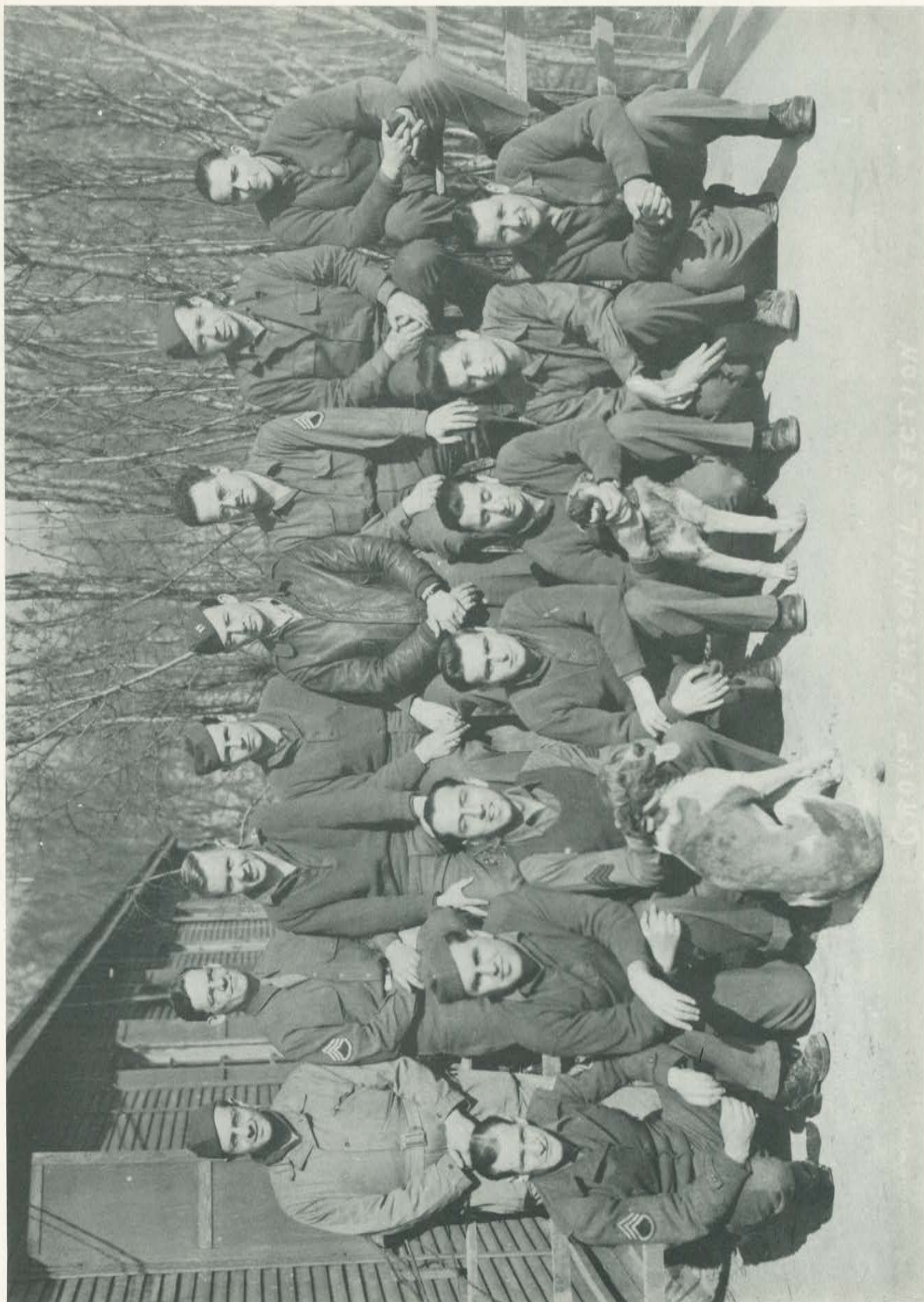
645TH OPERATIONS



CO. ORDINANCE



314TH STATION COMPLEMENT



GROUP PERSONNEL SECTION





(CON. POWER)





645TH MEDICAL SQDN. HUSKIN
JANUARY 1951



TECH. INSPECTOR SECTION

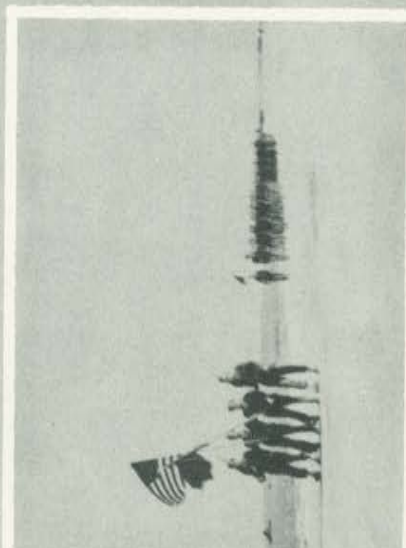
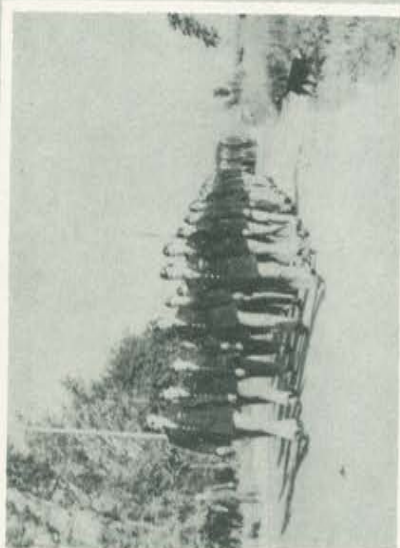
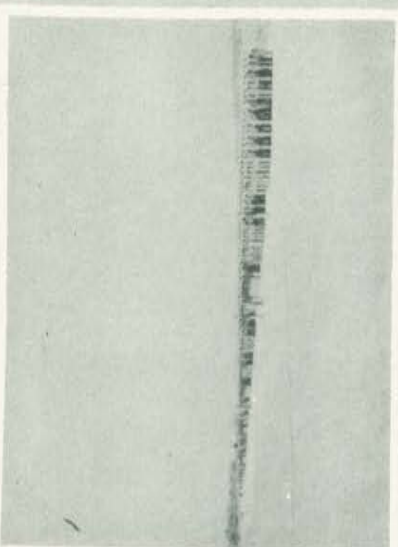
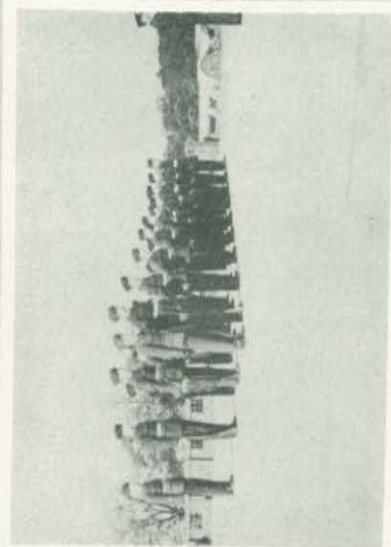
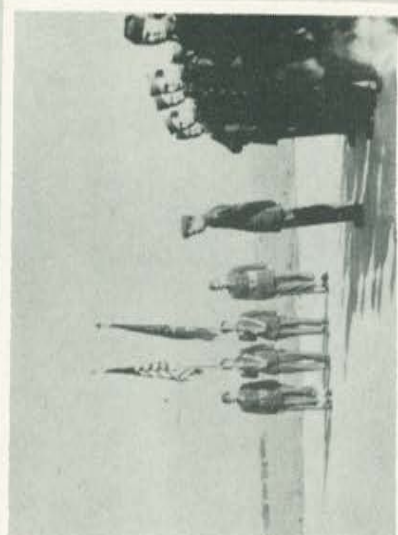
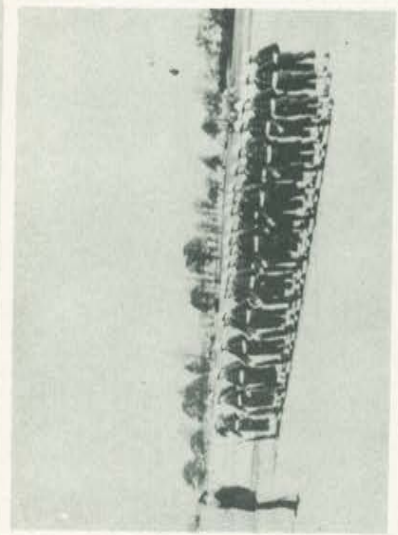






BOMBIGHT MAINTENANCE

REVIEW PASS IN





GROUP TRANSPORTATION





GUNNERY TRAINING UNIT

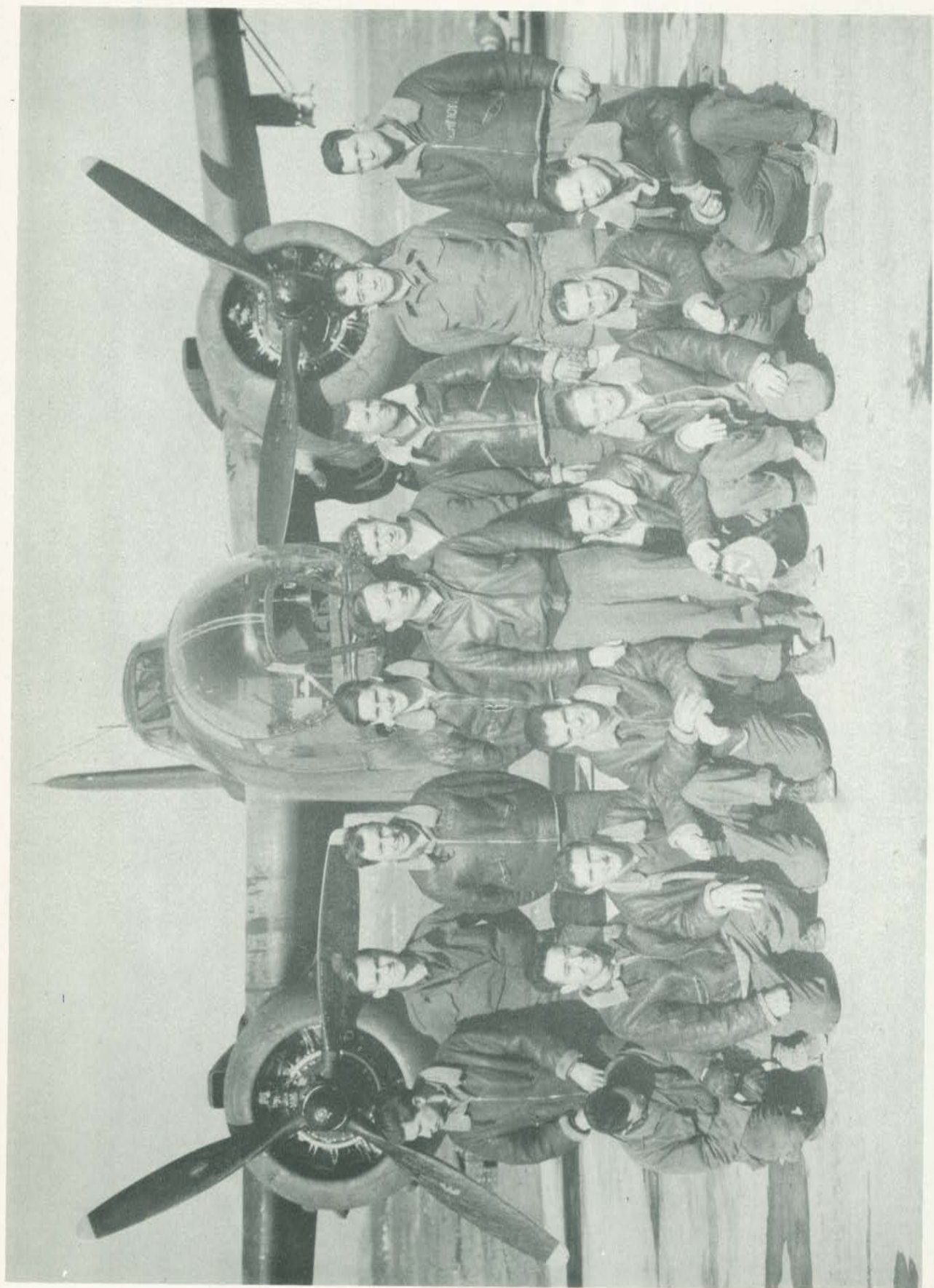


646TH
ARMAMENT

646TH ARMAMENT



GROUP BOMBADIER





Daily War N
Salvage
March 24-25-26
Shoe R
Event

USE TAILOR

44



146-2-02044



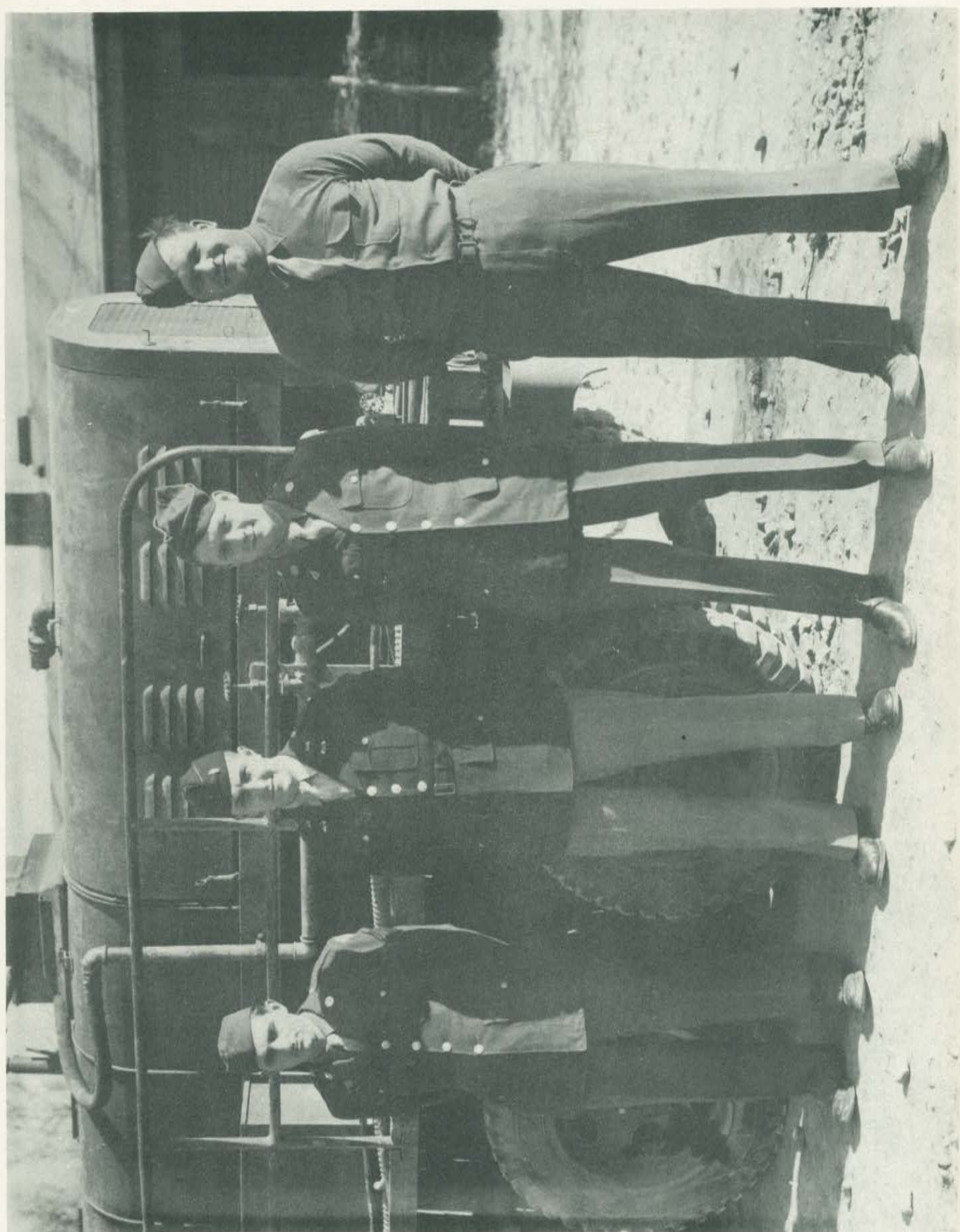


Group of 48 men



HQ. S-4 SECTION







647th ENG SECTION





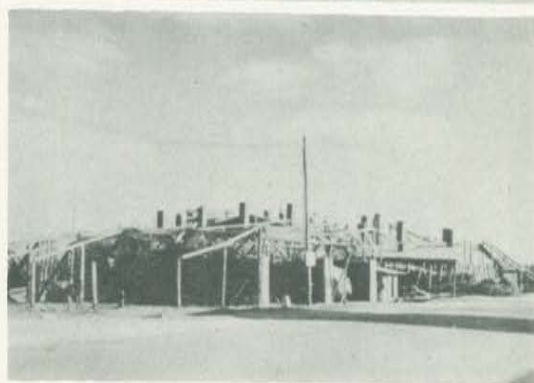


(ADMINISTRATIVE INSPECTION)





BASE THEATRE



OPS BUILDING



EM CLUB



COXMICY CHATEAU



GROUP HEADQUARTERS



HEADQUARTERS SITE





HIGHWAY TO CORBENY



SQUADRON SITE



WRECKED AIRCRAFT =



MISSION ACCOMPLISHED



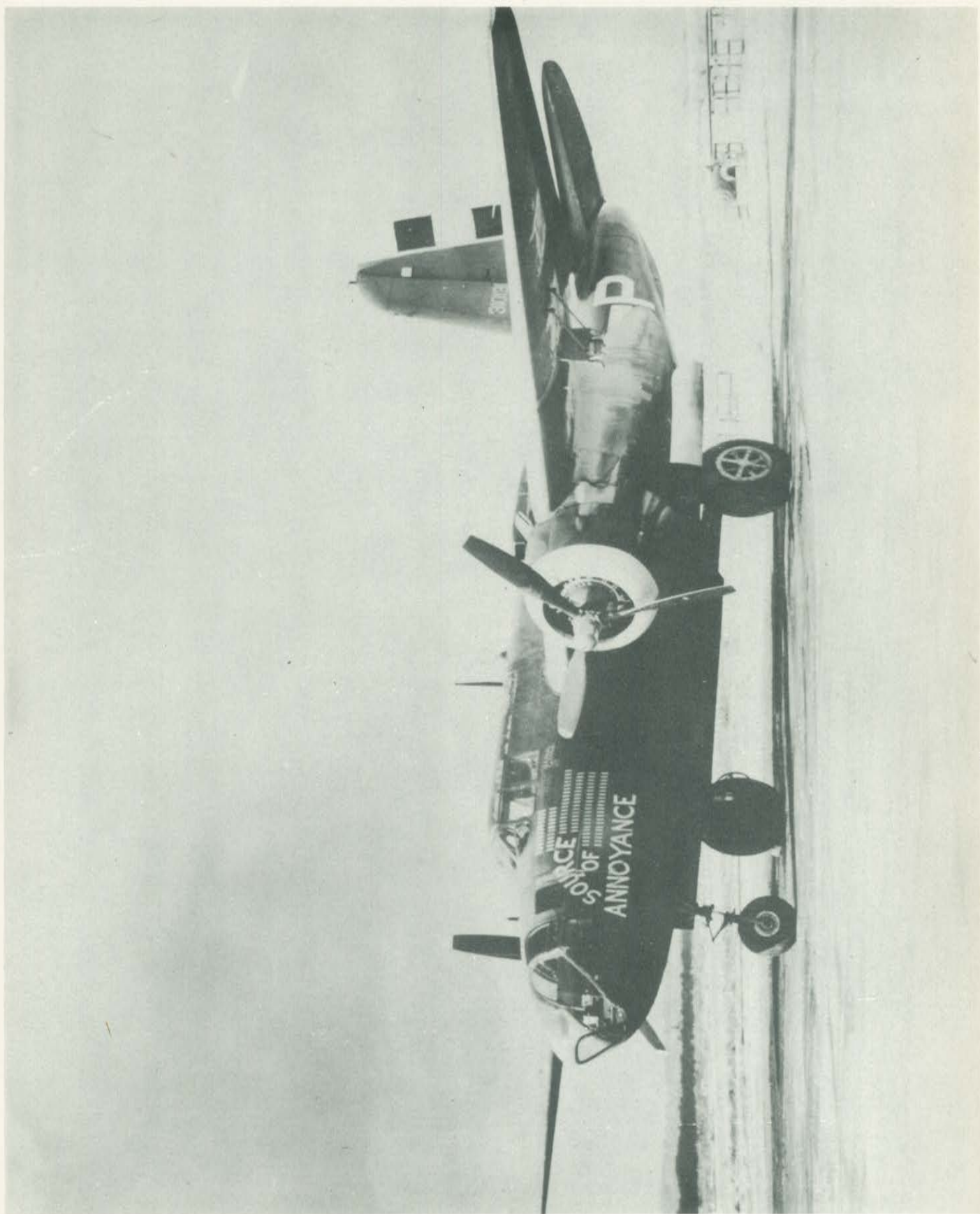
A-A POSITION

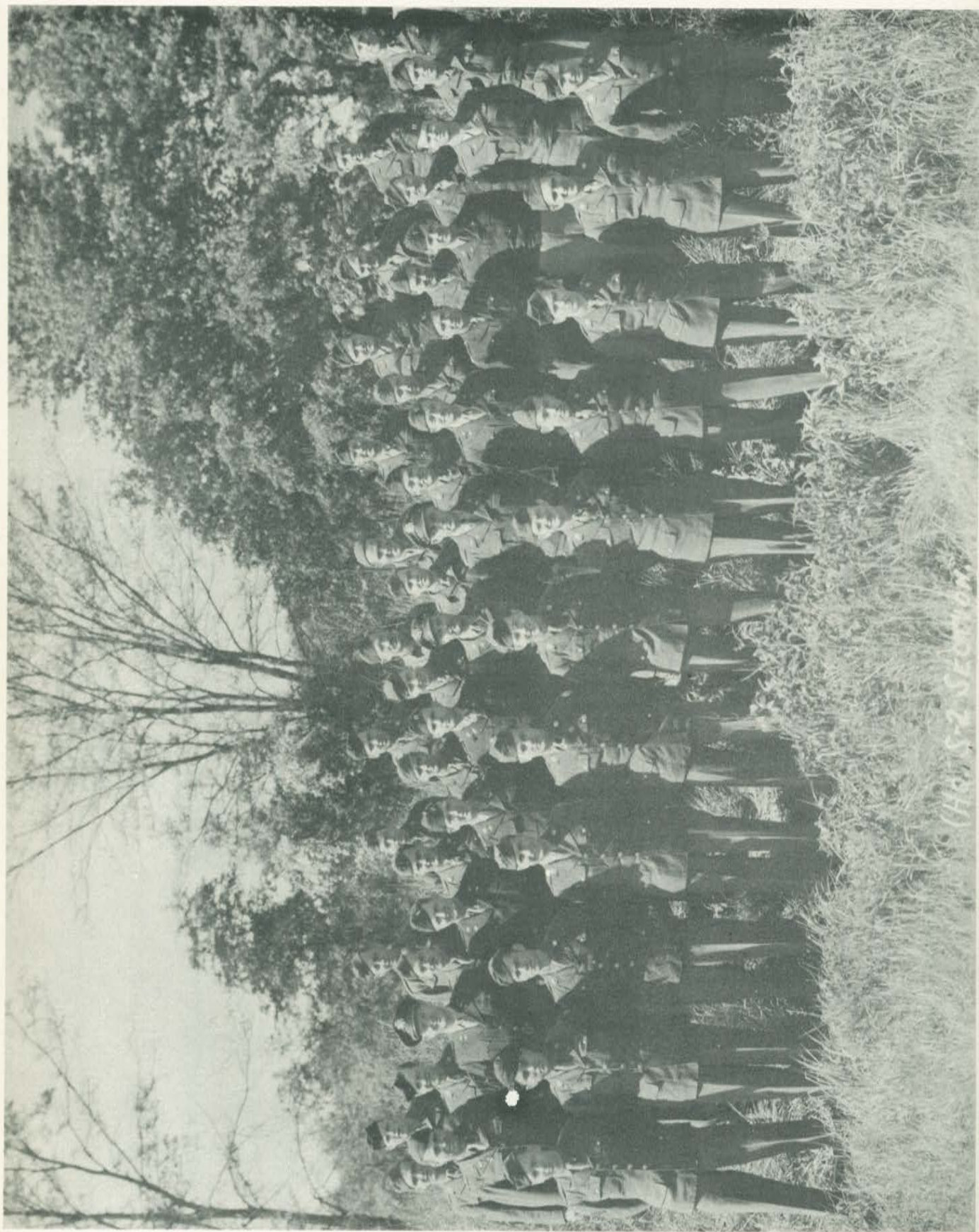


'L OVA MESS

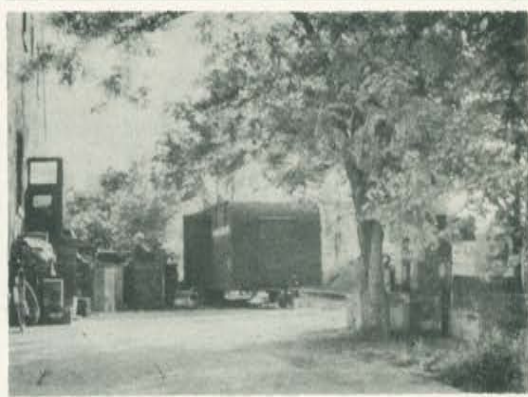


644th Bombardment





(Hq. 52 Section)



17 MAY 1945



BEAUMONT-SUR-OISE

JUNE 1945

BEAUMONT SUR OISE

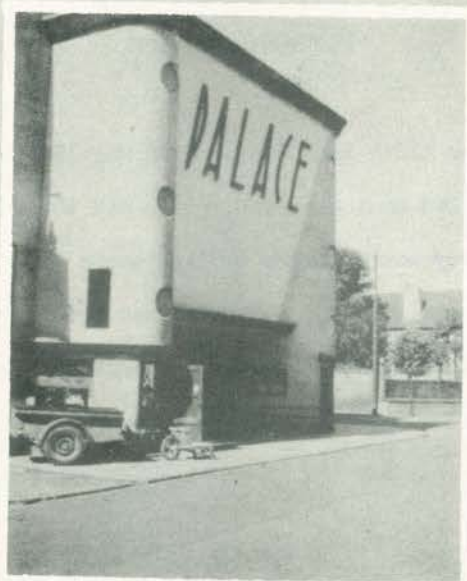
When the 410th Bomb Group on 28 May 1944 attacked the then enemy held airfield at Beaumont Sur Oise little did the members of the group think that someday they would return to live among the ruins and yet 18 May 1945 found the group enroute from A-68 for just that purpose. Arriving at A-60 the group found but shells of buildings here and there, endless piles of debris, battered runways, torn streets and powdered ruins and for the first time members of the group saw the destruction actually wrought by their own bombs.

Immediately upon arrival the group inaugurated a clean-up program that saw areas policed, buildings constructed and the field otherwise made habitable. The first ten days found the personnel restricted to the base as emphasis was placed on the clean-up job. Passing inspection on Saturday 26 May 1945, the restriction was lifted and the first of the daily liberty runs to Paris was made that day. From that point to the present some two hundred or more men of the 410th Bomb Group paid daily visits to the metropolis of France. The Eiffel Tower, Notre Dame Cathedral, Champs de Elysees, Sacre Coeur, Concorde, Invalides, all became familiar sights to the men of the group.

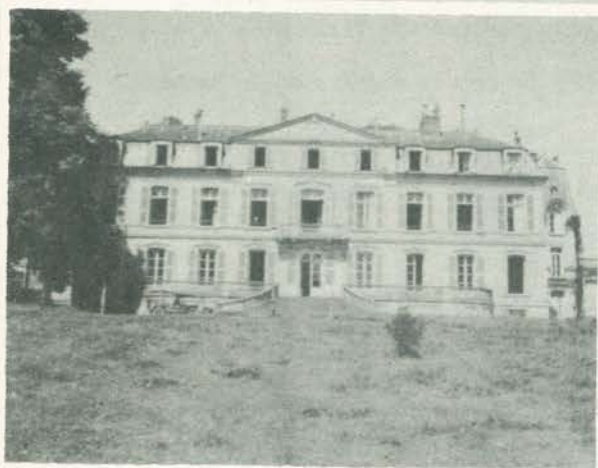
As for Beaumont Sur Oise it too had its attractions. An excellent theatre taken over by the group for the showing of G-I movies offered shows six nights a week, and then too there was the Red Cross and the EM Club while a few miles distant in the village of Presles the officers of the group had a club sufficiently large to accommodate all the officers of the group.

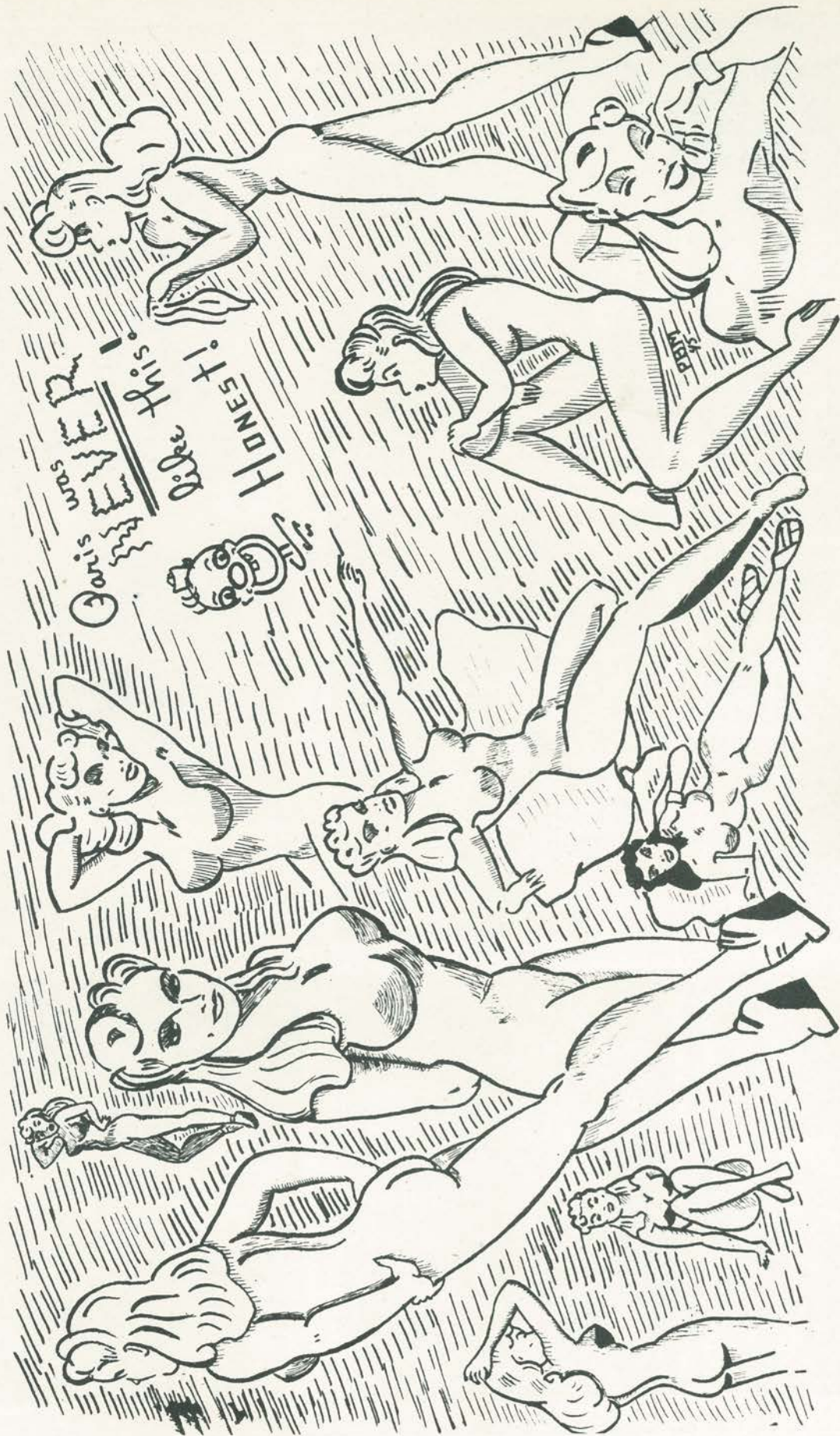
And so occupying a base that at one time the group set out to destroy, the 410th sits and waits wondering where and when it will move and hoping that it won't be too long until it passes that Grand Old Lady on the way back home.

A 60



BEAUMONT
SUR
OISE





PARIS

THE

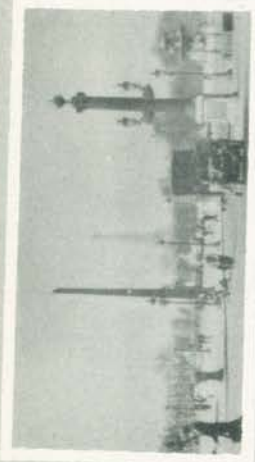
IN



EIFFEL TOWER



ÉTOILE



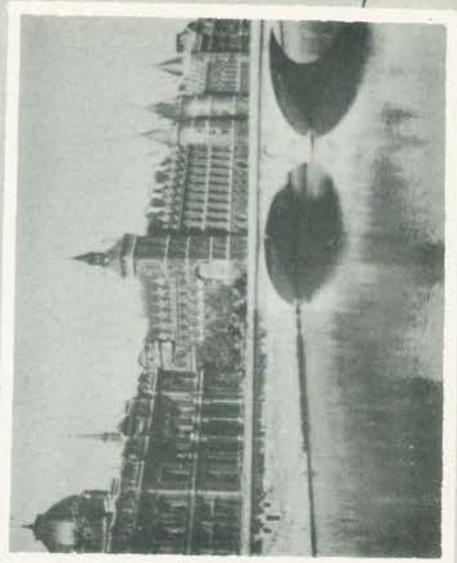
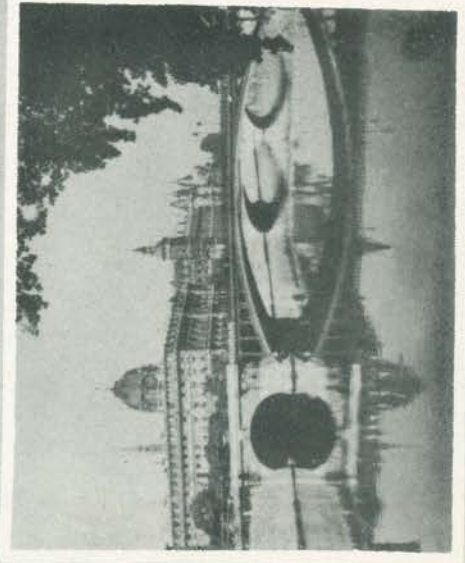
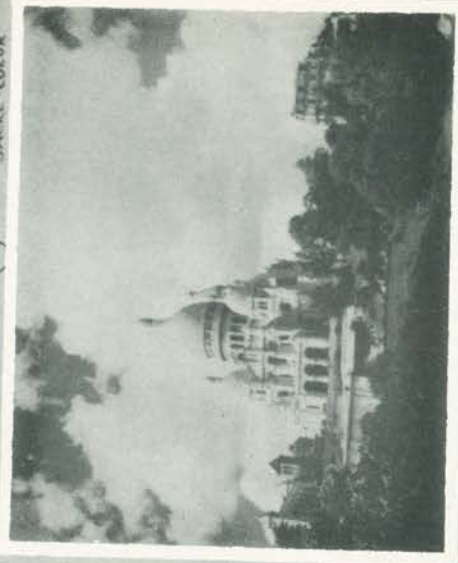
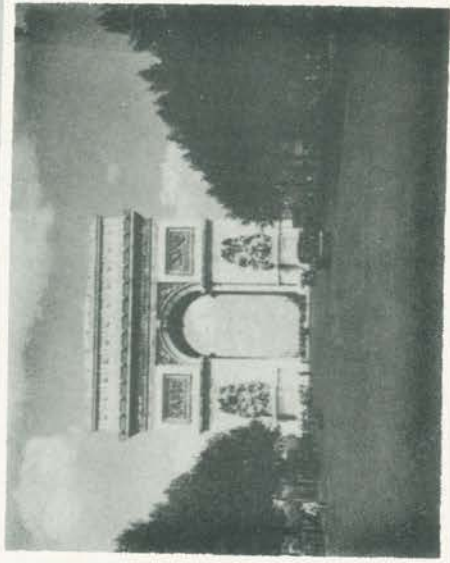
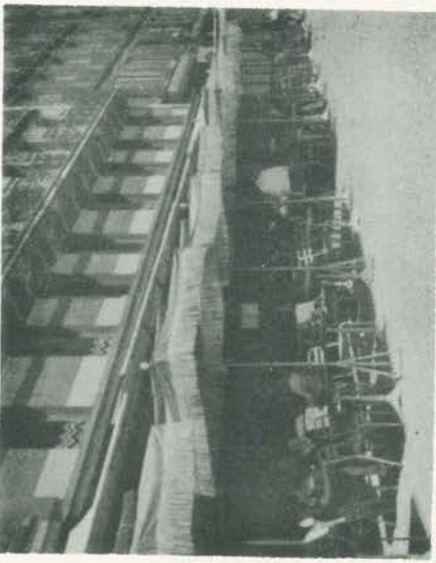
CONCORDE

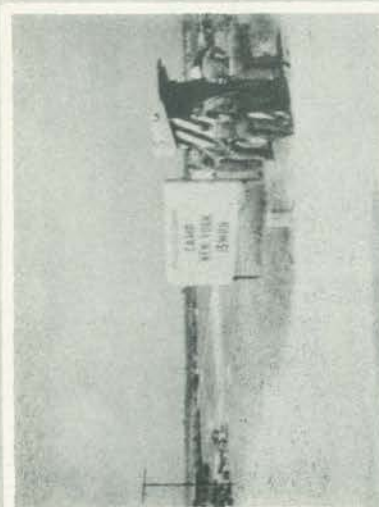
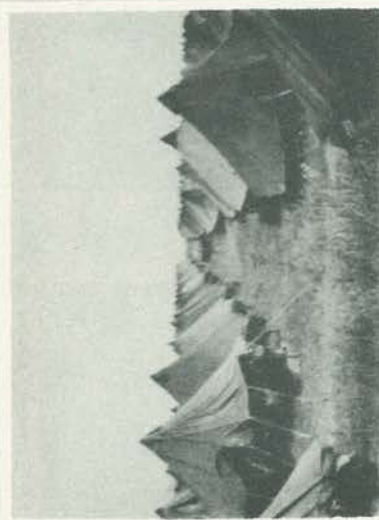
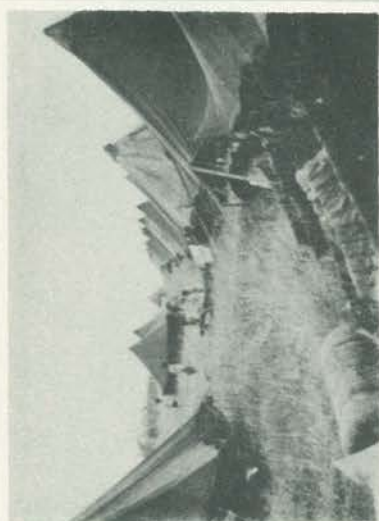


NOTRE DAME



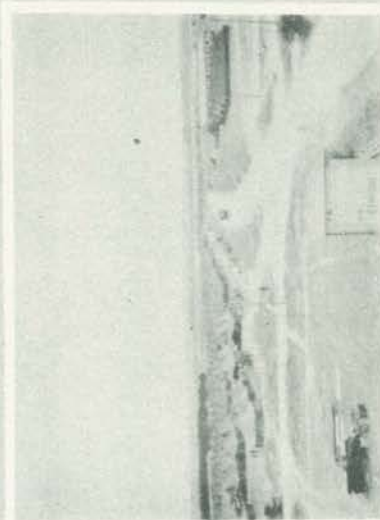
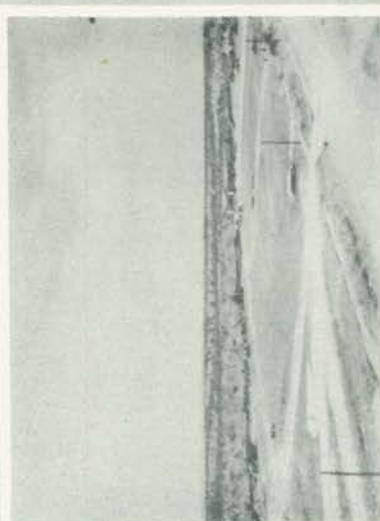
SACRÉ-CŒUR





NEW YORK

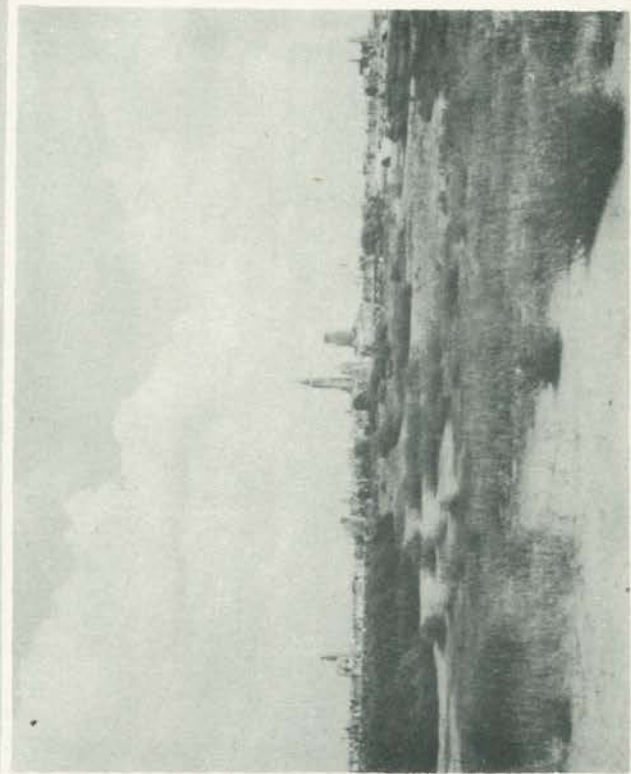
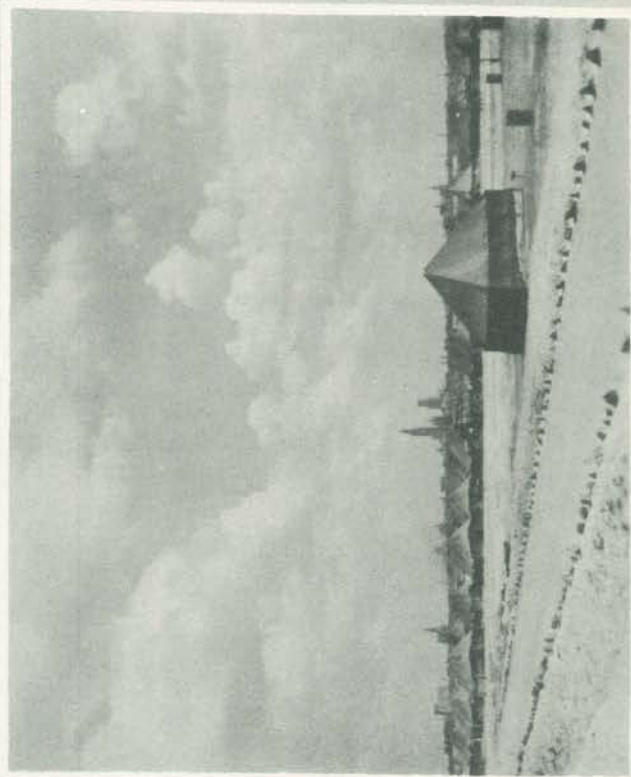
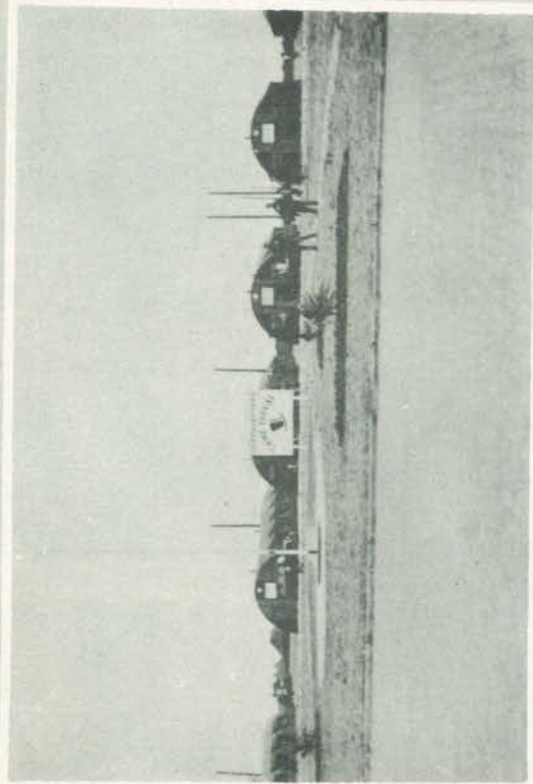
Camp



Camp

THAT TOP

LAST STOP



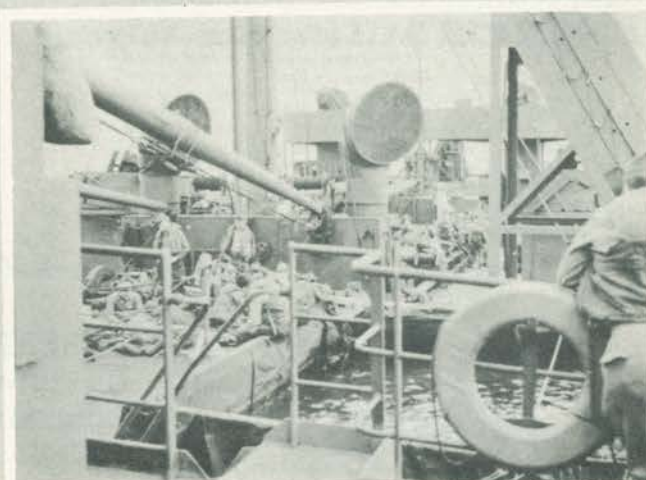
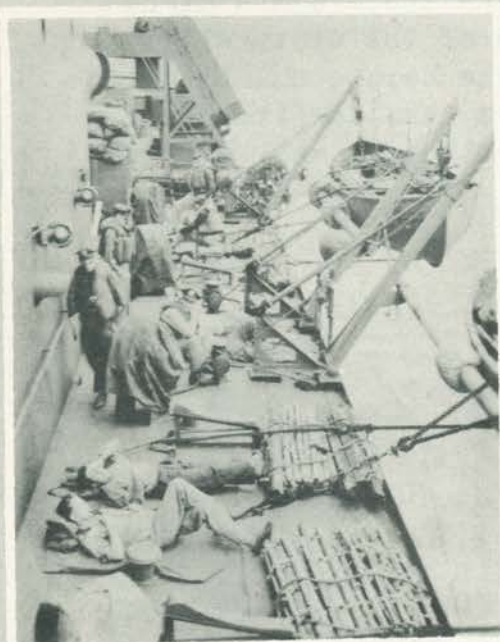
On

Board

The

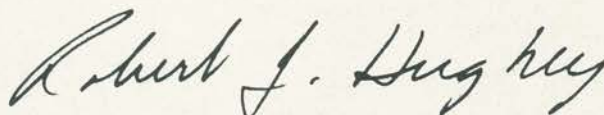
U.S.S. JAMES W. FANNIN

LIBERTY
SHIP



TO THE PRESENT AND PAST MEMBERS OF THE 410th BOMBARDMENT GROUP

As we disband, and as the inactivation date approaches, we see the practical end of our organization. However, you must feel as I do that the 410th will live on, at least as a cherished memory. I do not feel sadness at this time, but rather a feeling of pride in the thought of our accomplishments in the past. We were members of a hard ball league, and we certainly played the game as it should have been played. The results which were obtained came as a result of constant and hard work on the part of everyone. My hat is off to all of the technical, administrative, and operational sections of the group. All of us feel poignant remorse for those who flew east from our various bases, only to fall to a permanent resting place on the bloody battlegrounds of Europe. They died in order that we as individuals might enjoy our rights as men. The record of the 410th will certainly provide a bright spot in the heroic annals of the Army Air Forces, and I sincerely hope that despite the deprivations which you endured, this thought will provide a source of satisfaction to you.



ROBERT J. HUGHEY
Colonel, A.C.
Commanding

Adams, Ernest, Esserville, Virginia
Adams, George, 1136 N. 12th Street, Milwaukee, Wisconsin
Adams, Walter R., 52 Main Street, Shirley, Massachusetts
Adleman, Harry R., (Address Unavailable)
Ahler, John P., Route 6, Centralia, Illinois
Aiken, Charles W., (Address Unavailable)
Aikens, Edwin C., Box 204, Oxford, Mississippi
Airy, Frederick W., 816 Petroleum Building, Oklahoma City, Oklahoma
Albhorn, William G., 711 East 31st Street, Bronx, New York
Alderson, John M., Jr., 512 Maple Avenue, Yonkers, Oklahoma
Alexander, Ernest, Fullerton, Kentucky
Alexander, Robert L., 105 E. 15th Street, Austin, Texas
Allard, George E., (Address Unavailable)
Allen, Forrest E., 404 Fowler, Kansas City, Kansas
Allen, John G., Mayfair Hotel, St. Louis, Missouri
Allen, Robert D., 811 E. Pine Street, Florence, South Carolina
Allerheiligen, Clarence, Route 1, Bremen, Kansas
Allton, Clarence C., 580 Pierce Avenue, Columbus, Ohio
Amsden, Lawrence W., (Address Unavailable)
Andalora, Charles J., 1855 Hollywood, N.E., Warren, Ohio
Andersen, Martin H., 1451 N. Lockwood Avenue, Chicago 51, Illinois
Anderson, Wesley A., Baudette, Minnesota
Apt, Walter J., 1407 D. Street, Bellingham, Washington
Artsten, Elmer H., Peyton, Colorado
Arbogast, John A., 108 Maple Street, Dowagiac, Michigan
Ashbaugh, Harry M., Box 28, Schenley, Pennsylvania
Askeborn, Wesley W., 9415 109 Avenue, Ozone Park, New York
Atkins, Ronald F., Box 505, Gauley Bridge, West Virginia
Axte, Raymond L., 3446 Milton Street, Pasadena, California
Ayres, Morgan A., 1813 N. Oakland Street, Arlington, Virginia
Bach, Melvin J., 513 Buchanan Street, Red Wing, Minnesota
Bacheider, Ellwood F., 15 Lakeside Drive, Grand Rapids, Michigan
Bode, Harry A., Jr., 8 Clubway, Hartsdale, New York
Bailey, Merrill R., Route 3, Clark, South Dakota
Baker, Arthur G., 1714 Elsinie Avenue E., Cleveland, Ohio
Ball, James T., Box 22, Gary, Texas
Bamford, Paul W., Jr., 2695 Hudson Street, Denver, Colorado
Bandy, Charles W., RR 2, Eddy, Texas
Banks, Lyle J., 2082 Emmerson Street, Denver, Colorado
Barkalow, James F., 437 W. Oak Avenue, Wildwood, New Jersey
Barlett, William M., c-o National Supply, Kermit, Texas
Barnes, Stanley R., 13 Winter Street, Plymouth, Massachusetts
Baroni, Ernest, Canton, Ohio
Bartlemay, Irving V., 319 S. 9th Street, Richmond, Indiana
Bastarache, George J., 211 Eugene Street, New Bedford, Massachusetts
Bates, Clarence W., 1327 State Avenue, Caropolis, Pennsylvania
Batsie, William, 81 Central Avenue E., Hartford, Connecticut
Bauer, Neil G., Box 6, Yellow Stone Park, Wyoming
Baugh, Dorman L., (Address Unavailable)
Baughman, David W., Rillton, Pennsylvania
Becker, Arthur G., (Address Unavailable)
Beckwith, Claude J., Route 2, Box 109, Apex, North Carolina
Bedford, Charles W., 1226 Park Avenue, S. W., Canton, Ohio
Beebe, Dond D., 2734 6th Avenue S., Seattle, Washington
Behling, Thomas J., 80 Rahr Avenue, Madison, Wisconsin
Belcher, Edwin W., 2751 Forrester Drive, Los Angeles, California
Bell, Blanche, 1417 Leckie Street, Portsmouth, Virginia
Bell, Lance R., 7767 Hollywood Boulevard, Hollywood, California
Belote, Bernard B., Jr., 1512 Brown Avenue, Norfolk, Virginia
Belzer, Bernard H., 1017 E. 42nd Street, Kansas City, Missouri
Benesch, Lenor F., 504 C Street, Schugler, Nebraska
Bennett, Bradley J., Route 1, Eureka, Kansas
Benson, Clarence E., 62 High Street, Farmington, Maine
Benson, Clarence, Star Route, Susquehanna, Pennsylvania
Benun, Joseph F., 118 Fern Street E., Machunk, Pennsylvania
Berger, L. W., 242 Prospect Street, Northampton, Massachusetts
Berns, Gerald O., (Address Unavailable)
Bernard, Warren A., 887 Beaconsfield, Grosse Point Park 30, Michigan
Bess, Daryl D., Route 1, Perry, Iowa
Best, Richard A., Box 444, Windham, Ohio
Betancourt, William P., 1590 3rd Avenue, New York City, New York
Betanski, Frank A., 3304 N. Lawndale Avenue, Chicago, Illinois
Bettis, Elbert L., New Castle, Wyoming
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 Smith, Kurth S., Route 1, Box 268, Buena Park, California
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 Stewart, John J., 160 Peters Lane, Stratford, Connecticut
 Stewart, Roy J., Atmore, Alabama
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 Turner, Carmon T., 1258 Alberta Street, Haverton, Ohio
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 Walton, Jack A., 620 George Street, Greensburg, Pennsylvania
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 Washeleski, Frank J., 30 Midland Street, Simpson, Pennsylvania
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 Weldon, Eider, 113 W. 5th Street, Pratt, Kansas
 Wellentin, Vernon W., Alice, Montana
 Wells, Calvin, Eddiceton, Mississippi
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 Whalen, Woodrow, Route 3, Cynthiana, Kentucky
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 White, James W., Route 2, Dodson, North Carolina
 White, William A., 20 Charlton Street, Worcester, Massachusetts
 Whitney, John P., 310 Sansome Street, San Francisco, California
 Wiebke, Henry C., I Ridge Street, Crestwood, Tuckahoe, New York

Wiese, Robert L., Algoma, Wisconsin
 Wifield, Jesse V., 108 S. Clay Street, Mt. Carrol, Illinois
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 Wilkie, Charles A., Sherman Institute, Riverside, California
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 Williams, Jack C., Box 122, Grant Street E., Brady, Pennsylvania
 Williamson, Neil H., 526 Crawford Street, Tomsonville, Georgia
 Williamson, Orval G., W. Pine Street, Butler, Missouri
 Willms, Charles A., (Address Unavailable)
 Wilson, Alton E., Route 1, Arvin, California
 Wilson, Brockett O., 6324 N. Michigan Avenue, Portland, Oregon
 Wilson, George W., Route 3, Gastonia, North Carolina
 Wilson, Harry L., Route 2, Carson City, Michigan
 Wilson, Irvin T., 1224 Holly Street, Alexandria, Louisiana
 Wilson, Robert E., Harrisville, West Virginia
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 Wiseman, George P., Jr., Robins, Tennessee
 Withrow, Carl R., Mountain Fork Lumber Company, Pineville, West Virginia
 Wold, Lloyd R., 5805 Cody Street, Diluth, Minnesota

Wolff, Robert L., 5719 Nassau Road, Philadelphia, Pennsylvania
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 Wright, Harold C., Route 3, Ludington, Michigan
 Wright, William L., 3906 Penelope Street, Dallas 10, Texas
 Wych, Cyril, Jr., 3301 Bowen Street, Dallas, Texas
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 Young, Vernon E., (Address Unavailable)
 Younger, John P., Box 255, Williamson, West Virginia
 Yost, Louis E., 240 Shields Street, Newark, Ohio
 Yuhas, John M., 237 Arlington Avenue, Youngstown, Ohio
 Zanetich, Nicholas, 125 Park Avenue, Hoboken, New Jersey
 Zeis, Norman W., 270 Orange Street, Buffalo, New York
 Zemer, Stanley R., 1851 Culver Avenue, Chicago, Illinois
 Ziener, Walter L., 315 Caroline Street, Perkin, Illinois
 Ziolo, Baleslaus, 75 Deshler Street, Buffalo, New York
 Zuniga, Adolpho, 3800 St. Louis Avenue, Ft. Worth, Texas
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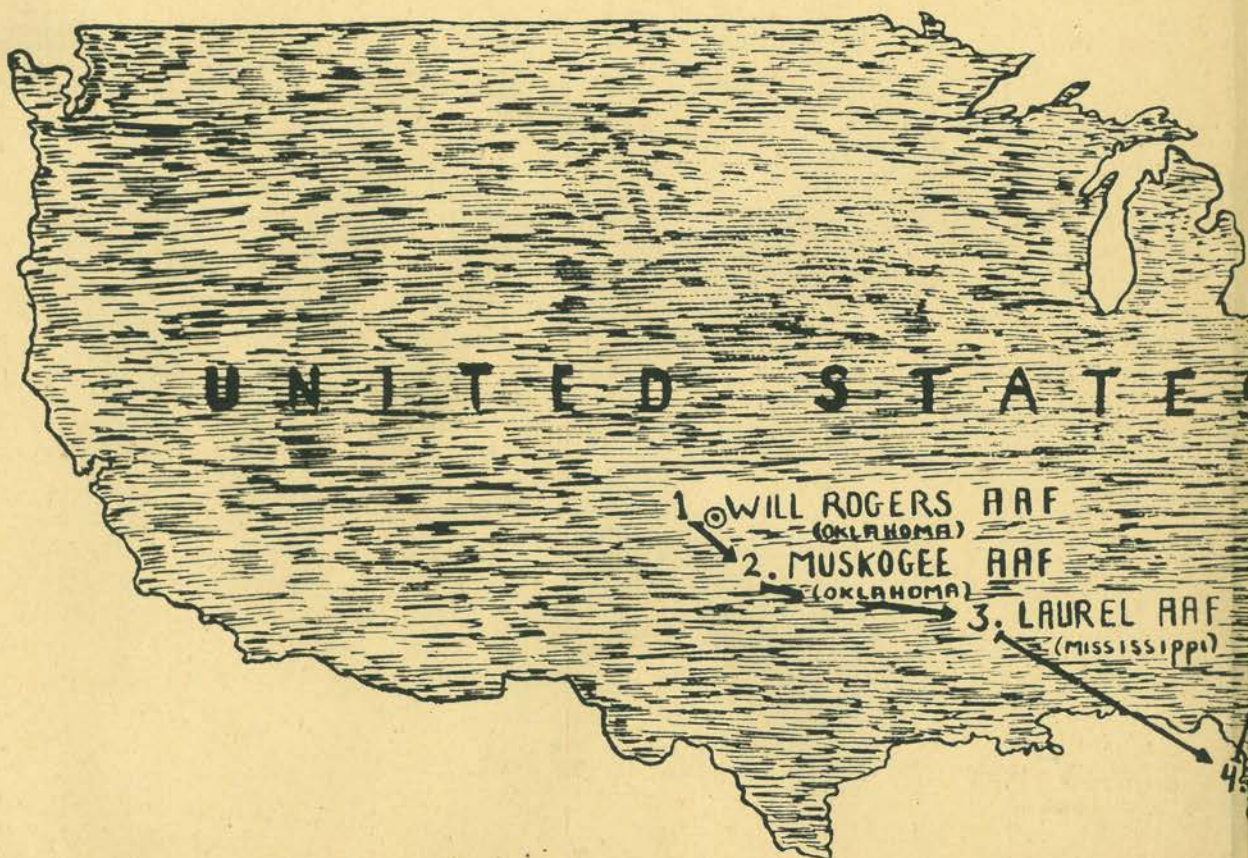
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She 410th's Travels In

- 1- She 410th is formed
- 2- First stop on "the" way
- 3- Hello and goodbye to La
- 4- Florida - vacation (?)
- 5- This is it!!
- 6- "A braw brecht moonlecht mecht"
- 7- England - complete with weath
- 8- "Buzz Bomb Alley"
- 9- "Bon Jour, La Belle"
- 10- We work out th
- 11- A nice camp - "Finis le guerre"
- 12- Plenty of recreation while we s
- 13- Homeward bound - we



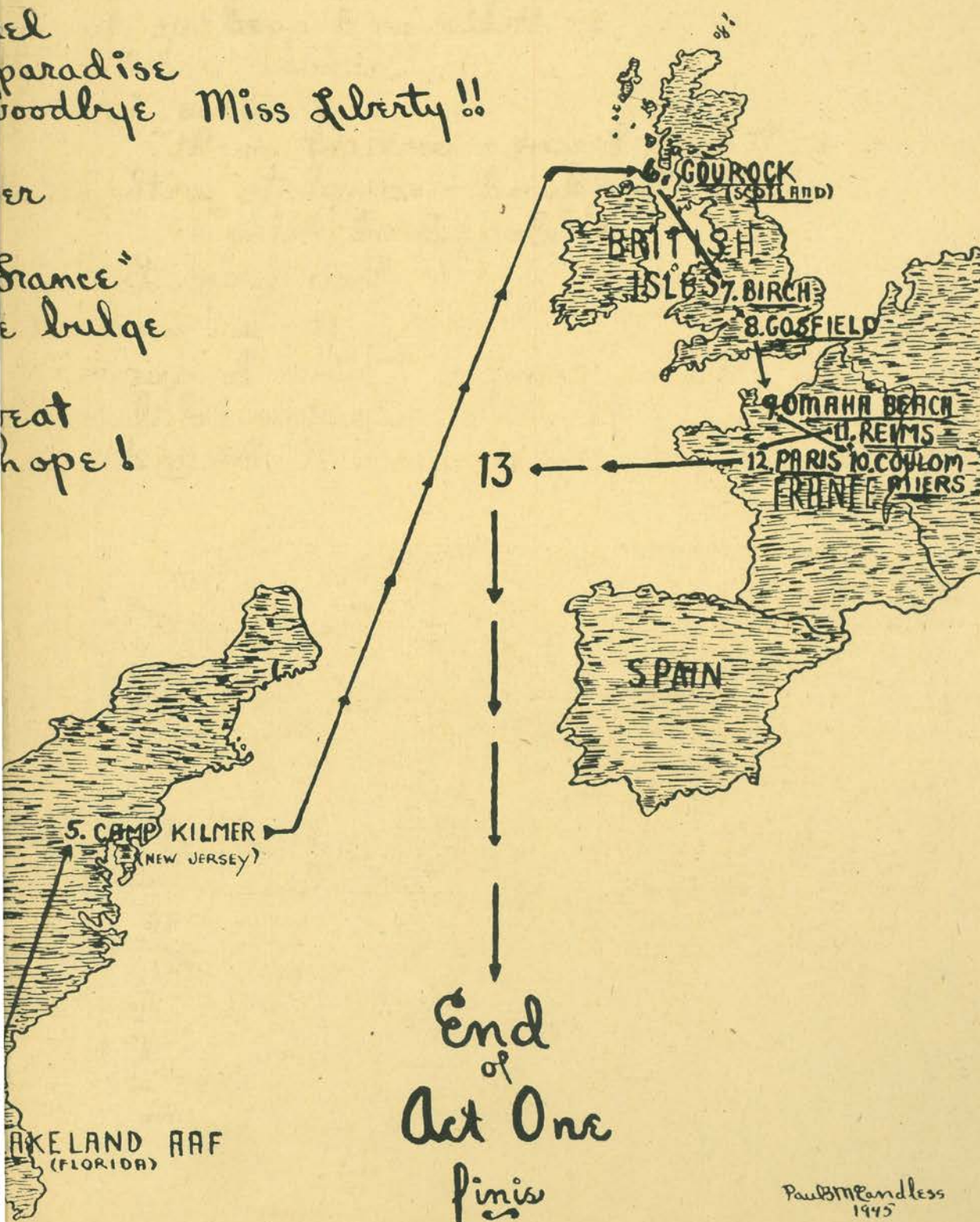
Outline:

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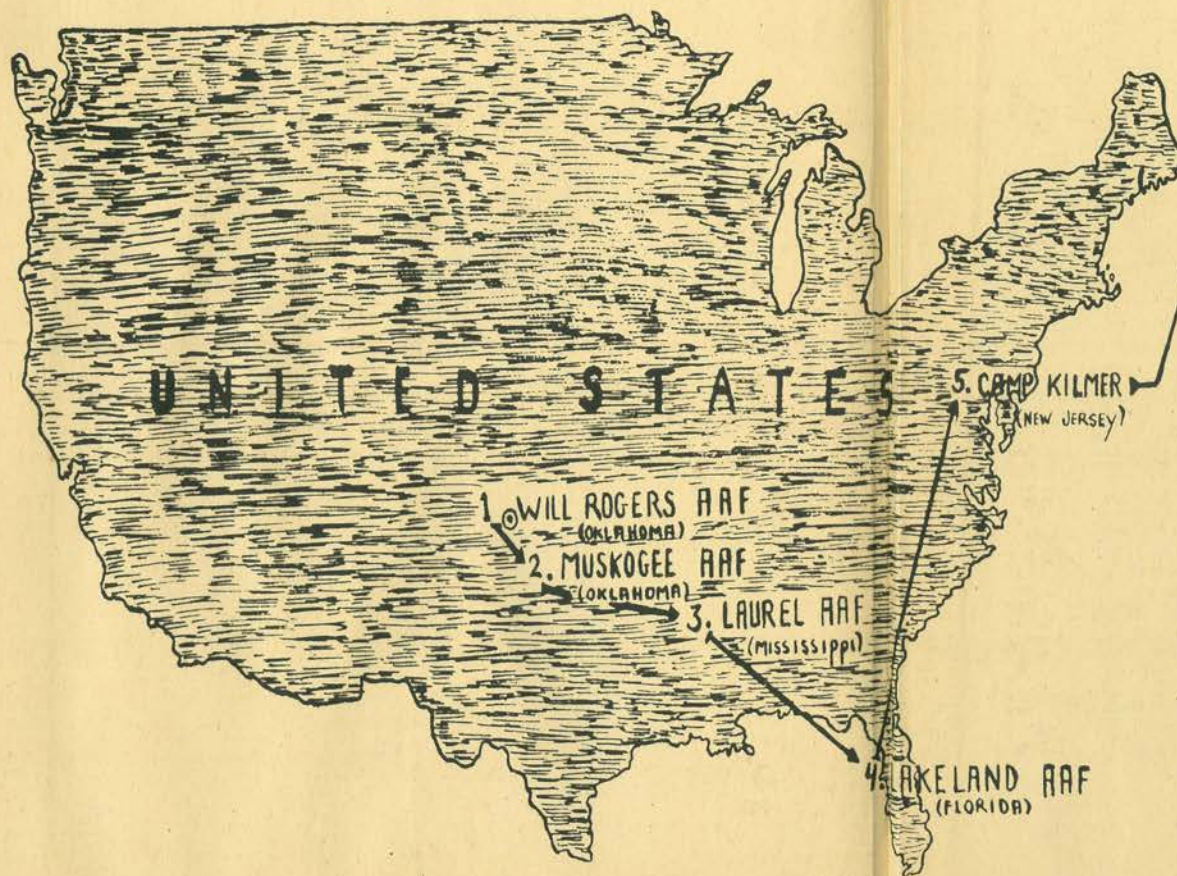
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hope!



Paul B. M. Pandless
1945

The 410th's Travels In Outline:

- 1- The 410th is formed
- 2- First stop on "the way"
- 3- Hello and goodbye to Laurel
- 4- Florida - vacation (?) paradise
- 5- "This is it!! Goodbye Miss Liberty!!"
- 6- "A baw brecht moonlecht mecht"
- 7- England - complete with weather
- 8- "Buzz Bomb Alley"
- 9- "Bon Jour, La Belle France"
- 10- We work out the bulge
- 11- A nice camp - "Finis le guerre"
- 12- Plenty of recreation while we sweat
- 13- Homeward bound - we hope!



End
of
Act One
Finis

