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 DIVISION LDR. 8TH A.F. LDR.

REPORT #.	DATE	HRS. IN FLIGHT	POSITION	TARGET	
I.	MAY 7, 1944	9.3	94th CBW DEP. LDR.	BERLIN, GY.	#
II.	MAY 8, 1944	8.0	94th CBW DEP. LDR.	BERLIN, GY.	#
III.	MAY 12, 1944	9.0	1ST BOMB. DIV. DEP. LDR.	MERSEBURG, GY.	#**
IV.	MAY 19, 1944	8.9	94th CBW DEP. LDR.	BERLIN, GY.	#
V.	MAY 24, 1944	9.0	94th CBW DEP. TO LDR.	BERLIN, GY.	#
VI. *****	JUNE 6, 1944	7.3	FIFTH TASK FORCE LEADER	LARIVIEPRA, FR.	***
VII.	JUNE 19, 1944	8.0	94th CBW LDR.	BORDEAUX, FR.	*
VIII.	JUNE 28, 1944	6.0	94th CBW LDR.	LAON-COUTRON, FR.	*
IX.	JULY 6, 1944	5.8	94th CBW LDR.	RELY, FR.	*
X.	JULY 7, 1944	9.1	94th CBW DEP. TO LDR.	LEIPZIG, GY.	#
XI.	JULY 18, 1944	9:20	1st BOMB. DIV. LEADER	FRANKFURT, GY.	**
XII.	JULY 28, 1944	9:20	1st BOMB. DIV. LEADER	MERSEBURG, GY.	**
XIII.	JULY 31, 1944	9.0	94th CBW LDR.	MUNICH, GY.	*
XIV.	AUGUST 5, 1944	7.0	94th CBW DEP. LDR.	NIEUBURG, GY.	#
XV.	AUGUST 6, 1944	9:10	94th CBW DEP. LDR.	GERMANY, GY.	#
XVI.	AUGUST 13, 1944		94th CBW LDR.	ELBEUF, FR.	*
XVII.	AUGUST 27, 1944	8.0	94th CBW DEP. LDR.	BERLIN, GY.	#
XVIII.	SEPT. 3, 1944		1st BOMB. DIV. DEP. LDR.	LUDWIGSHAVEN, GY.	#**
XIX.	SEPT. 11, 1944	8:30	94th CBW LDR.	MERSEBURG, GY.	*
XX.	SEPT. 22, 1944	7:05	94th CBW Dep. Ldr. (HB LDR)	KASSEL, GY.	#
XI.	SEPT. 25, 1944	7.0	94th CBW DEP. LDR. TO LDR.	FRANKFURT, GY.	#
XII.	OCT. 3, 1944	9: 20	94th CBW DEP. LDR. (LB LDR)	MUNICH, GY.	#
XIII.	OCT. 14, 1944	6:30	94th CBW DEP. LDR. (LB LDR)	COLOGNE, GY.	#
XIV.	OCT. 19, 1944	7:20	94th CBW DEP. LDR. (LB LDR)	MANNHEIM, GY.	#
XV.	OCT. 22, 1944	6:40	94th CBW DEP. LDR. (HB LDR)	HANNOVER, GY.	#
XVI.	OCT. 26, 1944	6:30	94th CBW DEP. LDR. (HB LDR)	BIELEFELD, GY.	#
XVII.	OCT. 28, 1944	6:20	94th CBW DEP. LDR. (HB LDR)	MUNSTER, GY.	#
XVIII.	NOV. 2, 1944	8:00	94th CBW LDR.	MERSEBURG, GY.	*
XX.	NOV. 4, 1944	7:25	3th AIR FORCE LDR. 1st B.D. LDR.	HAMBURG, GY.	***

TARGET: BERLIN, GERMANY.

MAY 7, 1944

HOURS IN FLIGHT: 9.3 SORTI.

POSITION: 94th COMBAT WING DEPUTY LEADER STRICTLY PFF MISSION... UNDERCAST ALL THE WAY. SET WENT OUT 2 MILES FROM EAST COAST OF ZUIDER ZEE (HOLLAND). I MUST REMEMBER TO TAKE SOMETHING ALONG TO READ IN THE FUTURE. HAD OXYGEN FAILURE - MASK FROZE UP. IT WAS A GOOD THING TO NOTIFY THE PILOT TO HAVE SOMEONE LOOK AFTER ME WHEN I FELT MYSELF LOSING CONSCIOUSNESS. IT FELT LIKE I WAS GETTING BITER - JUST LIKE IT USED TO FEEL WHEN I HAD MY OPERATION.

WHEN WE GOT TO THE I.P. EVERYONE OPENED THEIR BOMB-BAY DOORS. AS SOON AS WE OPENED OURS ALL OUR BOMBS FELL OUT. WE WERE STILL ABOUT 28 MILES FROM THE TARGET, BUT MOST OF THE WING DROPPED THEIR BOMBS ON US(OURS). ALL THE OTHERS KEPT DRIBBLING OUT THEIR BOMBS BETWEEN THE I.P. AND THE TARGET. IT WAS A GROSS ACCIDENT. THE OTHER SHIPS IN THE FORMATION SHOULD HAVE REALIZED WE WEREN'T AT BOMBS AWAY AND HELD THEIR BOMBS. WE HAD JUST OPENED OUR BOMB BAYS -- BESIDES, THERE WAS A TERRIFIC WALL OF FLACK UP AHEAD -- OBVIOUSLY IT WAS COMING FROM THE TARGET CITY. IT WAS JUST ONE OF THESE THINGS THAT SOMETIMES HAPPENS. IT WAS PROBABLY THE RESULT OF A SHORT CIRCUIT IN THE SELCTR. SYSTEM.

WE WERE BOXED IN BY TWO OTHER COMBAT WINGS AND WERE FORCED OVER THE TARGET CENTER WITHOUT HAVING A SINGLE BOMB TO DROP. RIGHT OVER THE TARGET THE MANIFOLD PRESSURE DROPPED ON TWO ENGINES. IT LOOKED PRETTY BAD, BUT WE MADE IT HOME. A LITTLE FLACK DAMAGE. PFF BOMBING. IT SURE WAS A ROUGH ONE FOR MY FIRST MISSION.

1,000 Heavies Give

London, England

Monday, July 6, 1944

Berlin 8th U.S. Raid

North-South Forces Slug Germans From Channel to Balkans

Luftwaffe Shuns Battle as Clouds Shroud Capital; Occupied Countries Blasted; Bucharest Rail Targets Hit Again

Thirty-five hundred American and Allied warplanes struck at targets from Paris to Berlin to the Balkans in daylight yesterday to renew the air offensive against the Continent.

In the wake of a gale which cleared the week-old mass of stormy weather from Channel and Continent, nearly 1,000 Flying Fortresses and Liberators, escorted by almost as many fighters, streaked for Germany at yesterday's dawn, bombed through solid clouds which shrouded the Luftwaffe's interceptor airfields and came home without a single combat with enemy aircraft.

Likewise from bases in Britain, medium Marauders and forces of dive-bombers swept against invasion defense points northeast of Paris and in Belgium.

From the south of Europe, powerful forces of Forts and Libs, with their escorts, slugged again at Balkan transport centers in the fourth day of their non-stop drive.

The day's assaults followed heavy blows by RAF night bombers from Britain and Italy and carried back to pre-invasion blitz intensity the storm of bombs which over the weekend fizzed away to minor although regular forays against Hitler's Atlantic Wall after three weeks of day-in-day-out hammering.

Blasting Is Back At Blitz Tempo

Nearly 1,000 American heavy bombers, flanked and covered by almost as many fighters, attacked Berlin and targets in western Germany yesterday in a resumption of the heavy air blows which for nearly a month have been opening the way to Allied invasion of the Continent.

Flying through minus-42-degree cold and above a solid mass of storm clouds which blanketed the Luftwaffe, Fortresses flew through 20 miles of a flak wall around Berlin to give the Reich capital its eighth American pounding of the war.

Liberators at the same time tracked the east-bound gale which finally had cleared away the stormy skies above the Straits of Dover and bombed unspecified objectives in western Germany.

Bomber crews and fighter pilots alike came home from the Reich to report not a single combat with interceptors and only a few Nazi fighters sighted in the distance throughout the entire 1,200-mile round-trip.

Eight bombers failed to return, making a loss of one per cent, lowest percentage of the eight raids on the Nazis' chief target. Fighter losses were even lower, five failing to return.

While the big force of heavies and fighters, which was aided by RAF Mustangs, headed into Germany, Ninth Air Force Marauders and Thunderbolt dive-bombers hit railway junctions in France and Belgium, and RAF fighter-bombers kept up the unending assault on the secret military targets of northern France.

The Marauders, facing their first severe fighter attack since Feb. 25, beat off a pack of Me109s and FW190s for the loss of one B26 after hitting rail junctions at Metzgers, in their deepest yet penetra-

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1,000 Heavies Smack Berlin

North-South Blows Slug Nazis From Channel To the Balkans

(Continued from page 1)
of France, and at Matines, France, Aerschot, Belgium. The Thunderbolts hit trains, bridges and a factory at Rennes.

The resurgent day attacks followed a night assault on rail points and ammunition dumps in France by RAF bombers. The heavies were reported to have struck on all the Forts and Libs yesterday used the "through clouds" technique and bombing was unobserved. Though some crews reported a few breakthroughs in the overcast.

German broadcasts, which began early this morning to warn of large formations heading for the Reich, were reported to have reported major forces over various parts of Germany for some six hours, and a dispatch to Stockholm said that American raiders were storming against Berlin in three waves over a period of more than an hour. The Germans complained in their broadcasts that bad weather had hampered their defenses—a frequent complaint as their fighter strength fell—and described the blow at Berlin as "a terror raid."

The official Germany News Agency reported damage and casualties and said that industrial districts had been hit.

Reports were the heavies home from Germany than a new "Achtung!" series of attacks at 7 PM heralded the approach of heavy formations to the borders of Germany.

"It was the heaviest in my five trips to Berlin," reported 1/Lt. L. A. Hoover, bombardier from Nixon, Tex.

Other airmen reported that the belt of clouds around Berlin died away as the pattern of bombs burst below the clouds. Some formations arriving toward the end of the attack said they were not

Using the Weather

The low losses yesterday were, however, no accurate index of the Luftwaffe's capacity to put up the sort of opposition which eight days before claimed 43 U.S. heavies in the previous Berlin attack. It was obvious that the Allied air command had used accurate weather predictions to send the forces into the Reich at a time that the storm conditions, which in the last few days had limited and almost entirely smothered the air offensive, were shrouding the Nazi fighter fields and making take-offs virtually impossible.

Some indication of last week's comparative letup in the aerial big push was seen in the weekly review issued by the Eighth Air Force, which reported heavy bombers out on every day of the seven through Saturday, but only for a total of 1,700 sorties, scarcely equal to two days of major operations. About 2,100 fighter sorties were flown in the same week, with five bombers and ten fighters lost for the destruction of 42 enemy aircraft in air combat.

The week's summary also showed damage chiefly to transport centers and Luftwaffe depots in France, Holland and Belgium.

Battling the weekend's bad weather beyond the Straits of Dover before yesterday's attack on Berlin and western Germany were small formations of Allied bombers and dive-bombers which concentrated on targets in northern and north-central France.

Daylight activity from Friday to Sunday morning "was not on a large scale," a joint RAF-USAAF communique announced, with Thunderbolts dive-bombing an airfield near Rennes, Mitchells and Mosquitoes of the Second Tactical Air Force striking through lowering skies to more military objectives in northern France and fighters sweeping over the Channel.

TARGET: BERLIN, GERMANY. MAY 8, 1944. HOURS IN FLIGHT: 8.0 SORTIE # II.

POSITION: 94th COMBAT WING DEPUTY LEADER: STRICTLY PFF MISSION. UNDERCAST ALL THE WAY. SET WORKED WELL ALL THROUGH THE MISSION. GOOD NAVIGATION JOB BY LEAD SHIP. AFTER PFF BOMBING THE TARGET AREA BECAME BROKEN AND THE BUILT UP AREAS IN THE CITY COULD BE SEEN BELOW. FIRES WERE BURNING EVERYWHERE. MOST OF THE CITY MUST HAVE BEEN LEVELED. IT WAS REALLY A DEVASTATING RAID FOR BERLIN. GOT BACK O.K. MODERATE FLAK DAMAGE (ABOUT 30 HOLES), BUT NOTHING SERIOUS.

Vol. 4 No. 160

New York, N.Y.—London

Reeling Berlin Gets In

England

Tuesday, May 9, 1944

2nd Straight Day Brunswick Also Hit; Streams of Aircraft Sweep Atlantic Wall

Reich's Skies See Fierce Battles, With Some Germans Attempting Collisions; U.S. Losses 49, Nazis' 119

Thousands of American and Allied planes stormed across Europe yesterday in their incessant campaign to cripple German resistance before the Allied invaders strike and the Red Army launches its final offensive from the east.

American heavy bombers, numbering up to 1,000 and escorted by a like number of fighters, battled through furious Nazi fighter resistance to give Berlin its second daylight bombing in 24 hours and to bomb the rail and aircraft manufacturing center of Brunswick.

France and Belgium heard the roar of Allied planes virtually without cessation throughout the day and night, with heavies, mediums, fighter-bombers and pursuits carrying on the drive to crack the West Wall.

In direct support of the Russians' drive into the Balkans, Mediterranean-based Halifaxes, Wellingtons and Liberators followed up by night the U.S. heavy blows at Bucharest, capital of Rumania. Oil fields and other targets also were hit in the round-the-clock offensive.

Damage Mounts In Ravaged Capital

American heavy bombers carried the Allied pre-invasion air offensive to the heart of Germany again yesterday, battering Berlin for the second day in a row and striking Brunswick for good measure.

Nearly 1,000 heavies were engaged in the double attack. Explosives again were heaped on the German capitals, which, in the words of Nazi commentators, has been "condemned to death by the Allies."

While Fortresses were giving Berlin its ninth American blow of the war, Liberators attacked the fighter-production city of Brunswick, 123 miles to the southwest.

An equal number of P38s, P47s and P51s of both Eighth and Ninth Air Forces escorted the heavies.

Thirty-six heavy bombers and 13 fighters were lost. Bomber crews claimed 50 German fighters destroyed and the escort pilots 59.

Although declaring that the U.S. planes were protected by complete cloud cover, German radio reported widespread aerial combat over central Germany, and some returning crewmen told of the fiercest dogfights they had ever seen.

Several German fighters, unable to break through the tight Fort formations, attempted to ram the bombers in suicide attacks, U.S. fliers reported.

The Brunswick raiders, too, were attacked heavily. Some Liberator crews reported that more than 100 Me109s and V190s rose through solid cloud seeking combat. Other airmen reported seeing as many as 200 enemy fighters.

So fierce and reckless were Berlin's defenders that "fighters and Fords were colliding all over the sky," according to Lt. L. Houston, of Helena, Mont., pilot of The Stars and Stripes.

Other fliers said that the fighters stacked in wave after wave, zooming through the bomber formations as many as 25 at a time.

Yesterday's pounding of the Nazi capital came as residents of the city, foggy from the previous day's assault—

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(Continued from page 1)

formed the war's most effective daylight attack on Berlin—spoke of the city as bombed.

"Houses in ruins, reduced to a pile of rubble, bomb craters in the streets, curbsones hurled hundreds of yards away, babies with their froths shaved off" was the description of the city given by a Berlin correspondent of the Scandinavian Telegraph Bureau.

The Stockholm Morgontidningen reported that "thousands" were killed in today's massive raid and that "fires broke out in many places, particularly in the western part of the city."

Differing sharply from yesterday's bitter German assaults on the heavies was the absolute lack of combat reported today by crews taking part in the attack on Berlin and the Munster-Brunswick area. In those assaults, eight bombers and five U.S. fighters were lost. At both Berlin and Brunswick yesterday, some crewmen reported the flak was the heaviest they had ever seen in the

U.S. Raid Fires Heart of Berlin

Witness Counts 200 Blazes,
Can't Recognize Street
On Leaving Shelter

American bombs made a "perfect circle" of destruction in the heart of Berlin Sunday, a Swedish traveler related in Stockholm yesterday.

"Near the Tiergarten I saw one huge German flak tower completely in ruins and personally counted the bodies of 22 German soldiers," said the eye-witness. "It seems to me that the Americans must have dropped bombs of all types. Near the Behrenstrasse they must have dropped a blockbuster because I counted five buildings in ruins."

The Swede, whose name was not given in the Associated Press dispatch, said that when he emerged from a shelter after the raid "I could not believe it was the same street." He estimated there were at least 200 fires and saw hundreds of soldiers and prisoners of war fighting them.

Coincidentally with this report, the Air Ministry announced yesterday that 74 Berlin factories were bombed in March.

In the month's blows, which cost the USAAF 130 bombers and the RAF 79, some of the plants, including the Siemens and Halske works at Siemenstadt—one of the most important producers of electrical apparatus in Germany—was hit for a second time.

The March attacks added devastation to the Siemens and Halske ruin, seriously damaging a metal foundry, telephone works and the plant's electro-chemical and research sections.

Another high priority factory, the A.E.G. Cable Works, was damaged. The largest cable works in Germany and the only one making gas-filled cables, it also had been severely damaged previously.

Badly hit in March were two other important factories, the Elektron Co. in Spandau, which produces aircraft components, and the State Railway repair shops, where the main workshop was partially destroyed.

TARGET: MERSBURG, GERMANY.

MAY 12, 1944

HOURS IN FLIGHT: 9.0

SORTIE # III.

POSITION: 94th COMBAT WING DEPUTY LEADER: 1st BOMB. DIVISION DEPUTY LEADER.

BROKEN ALL THE WAY. SET WORKED O.K. GOOD MISSION. VISUAL BOMBING BY THE LEAD SHIP. GOT A SHACK ON RESULTS. SOME WINGS REALLY GOT HIT. A LITTLE FLAK DAMAGE. GOOD JOB BY LEAD SHIP.

4 Oil Plants Hit Deep in The Reich

1 in Czechoslovakia Also Pounded; Cost Is 42 Bombers, 10 Fighters

One of the strongest forces of American heavy bombers and fighters ever sent against German targets thundered across Europe yesterday to attack four major synthetic-oil plants in the Leipzig area of Germany and one at Brux, inside Czechoslovakia. In addition, the aircraft repair plant at Zwickau, south of Leipzig, was hit.

Nearly 1,000 Fortresses and Liberators, escorted by as many Mustangs, Thunderbolts and Lightnings, etc engaged in the operation.

Battling through savage resistance from enemy fighters, the planes bombed their targets with excellent results, photographs taken during the operations indicated. Forty-two American bombers and ten fighters failed to return.

While some formations encountered fierce opposition, others saw not a single enemy plane. The force which went to Brux said as many as 200 interceptors of all kinds swept in, sometimes 40 or 50 at a time. American fighter pilots claimed 66 enemy aircraft shot down; bomber crews' claims had not been tabulated at a late hour.

One fighter pilot, 1/Lt. Robert J. Rankin, of Washington, reported shooting down five—the second pilot in the ETO to make such a score.

Channel Blitz Continues

As the heavies switched suddenly to a new kind of objective in the campaign to paralyze the German war machine before the western invasion, American and British medium, light and fighter-bombers kept up the pounding of airfields and rail targets in France and Belgium with a follow-up to the RAF's night blows against rail yards at Boulogne and Louvain and other targets in the same countries.

Targets in the Leipzig area were the big Leuna oil plant at Merseburg, 18 miles west of Leipzig; other plants at Lupzkendorf, 14 miles south of Halle; Bohlen, just outside of Leipzig, and Zeitz. The Lupzkendorf plant alone produces an estimated 3,000 tons of synthetic oil yearly, mostly of the Diesel variety.

Leipzig is an estimated 550 airline miles from London and Brux 650.

The occupied countries, meanwhile, shook under thousands of tons of high explosives as smaller planes of the Ninth Air Force, the RAF and Allied units carried on the cross-Channel pre-invasion blitz.

The Ninth—which Thursday had carried out three major operations in one day for the first time—sent Marauders and A20s against five important Luftwaffe fields in northern France. No enemy aircraft were sighted, and all of the bombers and escorting fighters returned.

Simultaneously, bombers and fighter-bombers of the Second Tactical Air Force (RAF, Dominion and Allied) attacked railway and other military targets in northern France.

USSTAF headquarters announced yesterday that its two bombing operations on Thursday—against 11 German railway yards in Belgium, France, Luxembourg and western Germany—had cost 16 bombers and ten fighters. American bomber crews claimed three enemy aircraft shot down; fighter pilots claimed 15.

The War Today

Italy—Allies open big offensive; Gen. Alexander calls it "first blow" for "final destruction of Nazis"; Eighth Army secretly moved across mountains to spearhead drive.

Air War—Large force of American heavies bombs four synthetic-oil plants in the Leipzig area of Germany and one in Czechoslovakia; other U.S. and Allied bombers keep up blasting of airfields and rail targets in France and Belgium after RAF night blows at Nazi communications in those two countries.

Pacific—Night and day attack on Truk highlights continuing aerial assaults on Pacific islands; Japs being ousted from positions south of Kaviua on the Burma front.

Russia—Russians repulse large-scale tank and infantry attacks against bridgehead on west bank of lower Dniester with heavy losses to enemy; enemy casualties total 111,000 in reconquest of Crimea.

TARGET: BERLIN, GERMANY. MAY 19, 1944 HOURS IN FLIGHT: 8.9 SORTIE # IV.

POSITION: 94th COMBAT WING DEPUTY LEADER: BROKEN CLOUDS ALL THE WAY. REACHED THE I.P. FOR PRIMARY TARGET AND DIDN'T CONTACT ANY ESCORT. TURNED AROUND ACCORDING TO PLAN AND ATTACKED KIEL, GERMANY, THE SECONDARY. PFF BOMBING. INTENSE FLAK OVER TARGET AREA. GREAT CONCENTRATION OF NAVAL VESSELS SEEN BELOW. TERRIFIC SMOKE SCREEN PUT UP.

Vol. 4 No. 170

New York, N.Y. - 1944

Berlin Blasted as Air

London, England

Saturday, May 20, 1944

Offensive Resumes

Brunswick Also Hit; Heavy Battles With Luftwaffe Indicated

Germans Tell of Fierce Aerial Fighting; Early Reports Hint U.S. Planes Took Big Toll of Nazis

Strong forces of Fortresses and Liberators, striking a double-barrelled blow to renew the Allied air offensive on Hitler's Europe, bombed the Berlin and Brunswick areas in daylight yesterday.

The bombers, escorted by swarms of fighters, met fierce opposition, according to German radio. Preliminary reports here indicated that the Luftwaffe was dealt a heavy blow.

In their first mission in four days and their first major operation since last Saturday, the heavies stormed over Berlin to give the capital, last hit Tuesday night by Mosquitoes, its tenth American raid.

Announcing violent battles over its alerting alarm system, German radio said that "three separate" forces of the USAAF and Luftwaffe were engaged in combat over Berlin at the same time.

Particularly fierce engagements were reported over Osnabruck, vital rail center in northwest Germany, which was battered by the heavies Saturday.

Although at a late hour last night there was no official U.S. announcement on results of the operations, preliminary reports suggested that escorting P-47s, P-38s and P-51s of the Eighth and Ninth Air Forces and the bombers themselves had chalked up a big score in German aircraft destroyed.

Returning B24 crews reported intense flak and fighter opposition in the Brunswick area.

"Between 150 and 200 fighters attacked us," Sgt. Howard S. Murphy, of Dorchester, Mass., gunner on the B24, Little Shepherd, reported. "Plenty of those were shot down, though," he added.

S/Sgt. John C. Pershing, of Uxbridge, Mass., said, "Flak came up constantly while we were in the target area and fighter attacks against our Liberator formation were ferocious. Our bombers and fighters shot down quite a few German fighters."

One interesting report came from Capt. Harold W. Flaton, of Portland, Ala.

"I saw four P-47s strafe 35 Me109s," Flaton said. "We had wonderful protection from our fighters, although I did see one bomber in another formation blow up."

As Germany was being warned of approaching raiders, the Allied Expeditionary Air Force sent small formations of Mosquitoes and Typhoon fighter-bombers over northern France.

The alarm that "an enemy formation approaching northwest Germany" was given just after noon by Luxembourg radio. Shortly after, Munster radio reported the bombers across the Reich border. Just after 2 PM the raiders were reported over Berlin. It was not until 4.30 PM that Luxembourg radio gave the all clear.

At 7.30 last night Vichy radio faded from the air, indicating that Allied aircraft might still be sweeping over the continent.

German radio again gave signs of breaking down under the strain of the raids. At 3.30 PM German News Agency was still sending out the previous day's messages, breaking off each one after a few sentences and then starting all over again. Several weeks ago, after a heavy daylight raid, the agency exhibited the same erratic behavior.

In the only operation from Britain Thursday, the Second Tactical Air Force swept roads in north France and Belgium.

One Allied plane was lost as Typhoons, Mustangs and Spitfires strafed trucks and hit rail sidings at Folligny, junction of the Granville-Paris and Anrauchy-Sarberbourg railways.

Achtung! U.S. Raiders Have Been Here Again

Battered Berlin was told yesterday by the commander of the city's anti-aircraft defenses that it was impossible to prevent American daylight raids.

Explaining why bombs sometimes dropped even before the Nazi achtung warning system had begun to function, the commentator said the alarms could not keep pace with the speed of the U.S. raiders.

"There can be no doubt about the fact that it is absolutely impossible for us to prevent an air attack," he said. "We cannot do it."

TARGET: BERLIN, GERMANY. MAY 24, 1944 HOURS IN FLIGHT: 9.0 SORTIE # V.

POSITION: 94th COMBAT WING DEPUTY LEADER: STRICTLY PFF MISSION. SET VERY WEAK THROUGHOUT MISSION. LEAD SHIP'S SET WENT OUT EARLY IN MISSION, BUT WE NEVER GOT TO TAKE OVER THE LEAD UNTIL IT WAS ALMOST TOO LATE. DEPUTY TOOK OVER LEAD HALF WAY BETWEEN I.P. AND TARGET, 3000 FT. BELOW BRIEFED ALTITUDE, AND 85° OFF COURSE. WE HAD TWO MINUTES BETWEEN THE TIME WE TOOK OVER THE LEAD AND BOMBS AWAY. IN THAT TIME WE TURNED THE WING AROUND 155 DEGREES AND DROPPED OUR BOMBS SMAOK IN THE CENTER OF THE CITY (SEEN BY THE TAIL GUNNER). IT WAS A SWELL JOB -- ALTHOUGH THE RESULTS WERE A BIT LUCKY. STRICTLY PFF BOMBING. EVERYONE SAID IT WAS A SWELL JOB WHEN WE GOT BACK. DEPUTY TOOK FORMATION OUT OVER WATER, WHERE AIR COMMANDER TOOK OVER LEAD. THE AIR COMMANDER'S INEFFICIENCY APPROACHES CRIMINAL HEIGHTS. HE COULD HAVE CAUSED GREAT LOSSES, BUT WE WERE LUCKY. HOPE I NEVER FLY WITH GLAPTON AGAIN. RECEIVED MUCH PRAISE FROM COLONEL AND ALL OTHERS ON RETURN. BOMBARDIER SAID HE COULDN'T HAVE POSSIBLY HAVE DONE BETTER HIMSELF UNDER THE CONDITIONS. MY FIRST EXPERIENCE IN THE LEAD, AND I DID WELL. WE'VE GOT A GOOD CREW WITH GOOD TEAMWORK. I MUST ADMIT IT WAS A LUCKY HIT, BUT IT WAS A GOOD JOB. COULDN'T HAVE DONE IT WITHOUT THE PILOT'S TEAMWORK.

Vol. 4 No. 174

New York

U.S. Air Fleets Hit

N.Y.—London, England

Thursday, May 25, 1944

Berlin, Paris, Vienna

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

Mediums, Fighters Carry on Atlantic Wall Assault

Four thousand American warplanes spread across Europe in daylight yesterday to bomb the three key cities of Hitler's enslaved continent—Paris, Berlin and Vienna.

From north, south and west, massed formations of Flying Fortresses and Liberators, covered by American fighter planes, stormed over the Reich and its satellites in what the Nazis themselves officially declared marked "the eve of decisive operations against the Continent."

While heavies from Britain and Italy were stinging at the capitals of Austria and Germany, as well as France's chief city, American medium and light bombers and deck-level fighters carried on without a pause the tireless pummeling of the Atlantic Wall defenses in the west, and hundreds of RAF and Allied light craft joined in the drumfire of bombs across the English Channel.

(Continued from page 1)

fields at Malun, Creil were bombed without loss.

From the south, nearly 750 Fortresses and Liberators flew north to bomb the Atzgersdorf aircraft factory and the Muenchendorf airfield on the southern edge of Vienna, and the big Wollersdorf airdrome near Wiener Neustadt, as well as the Avisio viaduct on the Brenner Pass line feeding Italy, the airfields and railway yards at Graz and Zagreb in Yugoslavia.

Early in the morning, more than 350 Marauders and Havocs of Gen. Sam Anderson's Ninth Bomber Command flew against military objectives in northern France and hit more of the Luftwaffe's airfields from which the continent must be defended: Achiet, 80 miles north of Paris; Beauvais-Tille, 35 miles north of Paris; and Beaumont le Roger, some 60 miles west of the old capital. Escorted by P47 Thunderbolts, they came back to base without loss, while RAF and Allied Mitchells and Bostons, covered by Spitfires, took up the shuttle against the unspecified defense points in northern France, and other RAF formations flew sweeps across the Channel.

Ninth Air Force Thunderbolt dive-bombers also hit the military objectives without loss, and RAF Hurricanes and Spitfires pecked railways and trains.

Split Into Two Forces

Some 1,000 Fortresses and Liberators, backed by as many Thunderbolts, Mitchells and Mustangs, sailed out from the ETO in early morning and split into two task forces—the majority heading for Germany, the rest knifing straight to Paris. While they split the German defenses west and north, nearly 750 heavy bombers, with their escorts, went up from Italian airfields, slugged it out with Nazi interceptors over the Alps and hammered some new blows on aircraft plants and fields in the Vienna area.

The two-way heavy bomber attack on Berlin and Austria was the first pin-point mission since Feb. 25, and split the Luftwaffe's fighter defenses based in the center of Germany. Nonetheless, Nazi Italian and American bomber crews alike described bitter battles north and south, and the ETO-based formations came home with reported losses of 32 heavies and 13 fighters.

For battered Berlin, it was the 11th daylight pounding by the USSTAF, the fourth this month, and its 133rd—night attack—since the war began four years and eight months ago.

Defense Fails to Stop Fleets

When their fighter defense failed to check the bombers, the Nazis threw up over the capital and its suburbs a bitter fog of flak, and the German News Agency reported one bomber hit and shot down over the Potsdamerplatz, in the center of Berlin.

As the bombers finished their runs over Berlin in the Berlin area and headed for Paris, long-range fighters handed the fight to fresh groups and went down through the clouds to strafe locomotives, bridges, military camps and radio stations in the way home. One Eighth AAF Mustang pilot, 1/Lt. William T. Whisner, Stroveport, La., came back to base with a score of ten locomotives blown up and other pilots described the sinking of barges and tugs and the destruction of military road convoys. A total of 29 enemy aircraft were reported shot down in combat and two more destroyed on the ground.

Meanwhile, in the west, other heavy bombers and their fighters had struck through the flak and cooled the hammering of Luftwaffe fighters in the defense cordon around France's biggest city. The bomber and fighter formations also hit the German garrison base at Orly and other

(Continued on page 4)

Huge air fleets hit Berlin, Vienna, Paris

THE three biggest capitals of Hitler's Europe, Berlin, Vienna and Paris, heard the roar of great Allied air formations yesterday — and, soon after, felt the shattering impact of bombs.

It was Berlin's second raid in a few hours. During darkness, RAF Mosquitoes had administered a sharp attack on the capital, as well as to Dortmund, in which 4,000 lb. of high-explosive bombs were freely used.

Nearly 2,000 planes—four-engined U.S. bombers, escorted by fighters—took part in the daylight assault on Berlin.

Awe-Inspiring Sight

This armada, and the one which made the assault on the Paris area, made one of the most awe-inspiring sights ever seen by people on the English coast.

Planes were passing over one town for four hours.

There was a lot of cloud over Berlin and a lot of fighter opposition. One of the first bomber formations to arrive met a massed attack by a big formation of Messerschmitt 109's and Me 108's.

"The schooling match

of fighters were up," said one bomber pilot. "About a hundred queued up and swept through our formation. They ignored our fighters, but not for long."

The German radio service went into action to pour out a stream of warnings. German News Agency spoke of fierce air battles over Berlin. One report said that a bomber had crashed on the Potsdamerplatz in the centre of Berlin.

Airfields were the target for the Fortresses and Liberators which went to the Paris area.

Paris radio said heavy damage had been caused, and declared that the raid was aimed at the south-east and south-west outskirts of the city.

Italy-based bombers went to Vienna. About 750 four-engined machines attacked an aircraft factory there and other targets in the area.

Typhoons, Spitfires, Marauders and Havocs attacked railway and other military targets in Northern France.

TARGET: LARIVIERRA, FRANCE. JUNE 6, 1944 HOURS IN FLIGHT: 7.3 SORTIE # VI.

POSITION: LEADER OF FIFTH TASK FORCE, 1st BOMB. DIVISION:

"D" DAY FINALLY CAME. IT WAS A GREAT DAY, INVOLVING GIGANTIC OPERATIONS. SOLID UNDERCAST ALL THE WAY. EXCELLENT JOB OF COORDINATION BETWEEN D.R. NAVIGATOR, BOMBARDIER, AND MICKEY. MICKEY HELPED KILL COURSE. BOMBING BY BOMB SIGHT SYNCHRONIZATION WITH PFT. GREAT JOB... AS SMOOTH AS SILK!! WE WERE THE LAST HEAVY BOMBERS TO DROP BOMBS ON THE INVASION COASTAL INSTALLATIONS. WE DROPPED OUR BOMBS FIVE MINUTES BEFORE THE FIRST ALLIED LANDINGS IN FRANCE. MICKEY TOOK THEM OUT OF FRANCE AND BACK TO ENGLISH COAST. EVERYONE WAS OVERJOYED AND CONFIDENT WE DID A BANG-UP JOB. OUR SQUADRON REALLY SHOULD GET A CITATION. IF EVER A SINGLE UNIT DID DESERVE ONE, OURS DOES. WE'VE GOT A HOT CREW -- EXCELLENT COORDINATION AND TEAMWORK. IN MY OPINION, THAT'S THE BIG THING IN DETERMINING WHETHER THE RESULTS ARE GOING TO BE GOOD OR BAD.

SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE



Soldiers, Sailors and Airmen of the Allied Expeditionary Force!

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

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

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

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

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

Dwight D. Eisenhower

Allies Driving Into France

Sea-Air-Ground Opposition Less Than Expected

Allied armies, supported by more than 4,000 ships and 11,000 warplanes, stormed the northern coast of France in the dark hours of yesterday morning to open the decisive battle for the liberation of Europe, and by nightfall Nazi-controlled radios were admitting penetrations "several miles" deep and predicting still other landings at any hour.

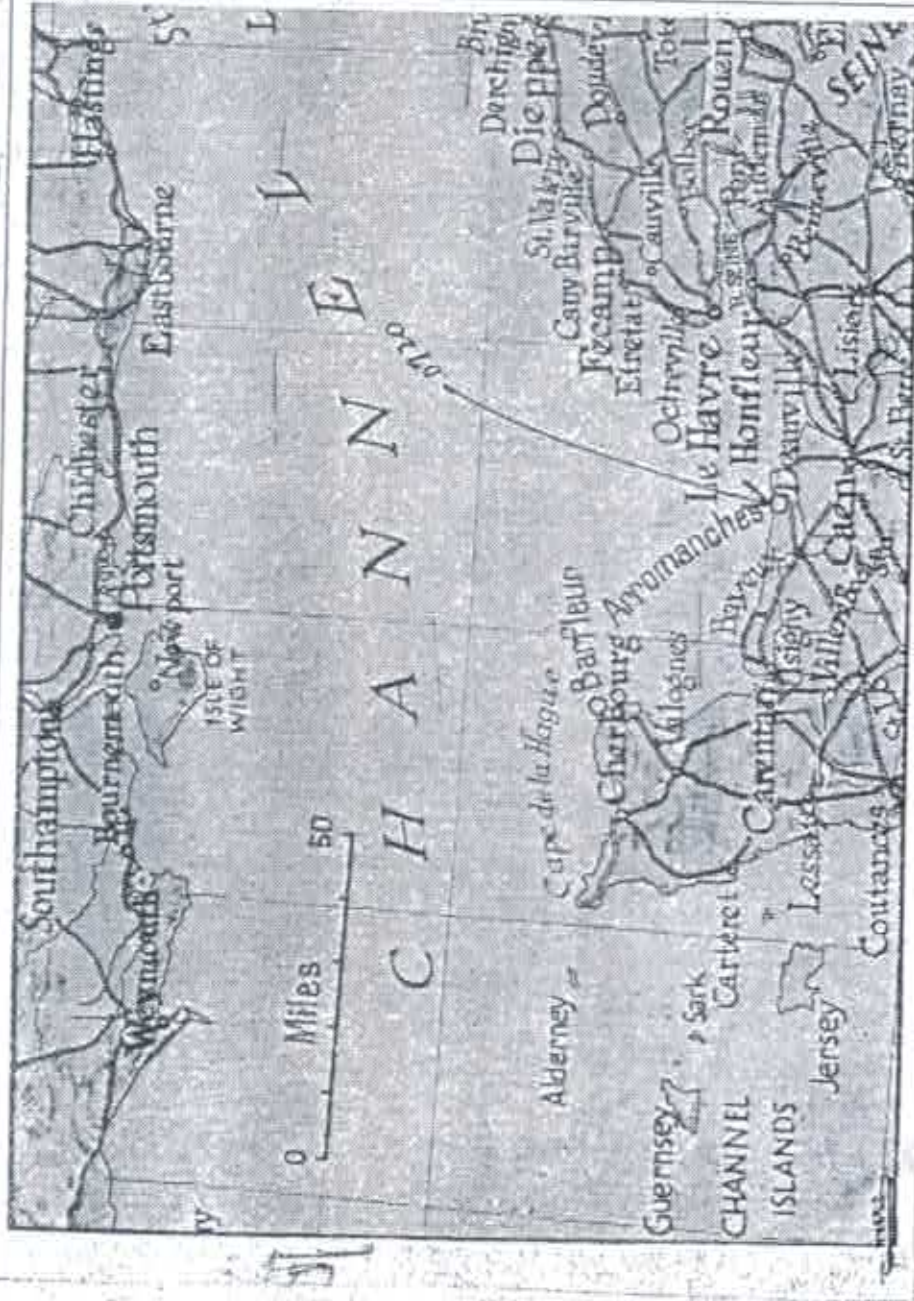
The opposition from the Germans in all quarters—sea, air and land—was less than expected, according to information at supreme headquarters late last night. Losses of troop-carrying aircraft were "extremely small," although the airborne attack was on "a very large scale," it was said. Earlier Prime Minister Churchill had said that the airborne troops themselves were "well established."

Along a front described by the Germans as 80 miles long—from the mouth of the Seine River at Le Havre to the tip of the Cherbourg peninsula—American, British and Canadian troops landed on French soil from the choppy waters of the English Channel and from the storm-studded skies.

From 600 naval guns, ranging from four to 16 inches, and from massive fleets of supporting planes, ton upon ton of high explosives thundered into the concrete and steel of the West Wall which Hitler erected to guard his conquered countries.

The mightiest air armada ever assembled paved the way for the successful landings. American warships participating included battleships, cruisers and destroyers, as well as hundreds of smaller craft and troopships.

Thirty-one thousand Allied airmen, not counting airborne troops, made a continuous roar through the night in the skies over France. Between midnight and 8 A.M. more than 10,000 tons of high explosives were hurled upon the Normandy invasion area by Allied aircraft, which flew 7,500 sorties.



...even if the Luftwaffe perishes. Allied fighters swept 55 miles inland without opposition.

After an initial communique made the momentous announcement of the landings, Prime Minister Churchill gave the first word that the assault had been successful. To a cheering House of Commons he announced shortly after noon that landings were proceeding according to plan, that sea obstacles planned by the Nazis had been less serious than had been feared, that the fire of shore batteries had been largely quelled, and that airborne landings had been effected successfully behind the enemy lines.

Later, after visiting Gen. Eisenhower's headquarters with King George VI, Churchill said that "many dangers and difficulties which appeared at this time last night to be extremely formidable are behind us. The passage of the sea has been made with far less loss than we apprehended."

A spokesman at Supreme Headquarters Allied Expeditionary Forces (SHAPE) declared last night that the "first four or five hurdles" in establishing Allied forces on the Continent had been overcome, and that the positions of the Allied troops definitely gave "no cause for pessimism." No specific information was given on the landing points or the progress made.

The invasion had been delayed 24 hours because of weather, the spokesman said.

It was left to the Germans to give most of the details, and all day long came a steady stream of reports from German agencies of new airborne and sea landings, most of them between Le Havre and Cherbourg and some airborne landings southwest of Boulogne.

German radio also announced that Allied airborne troops, supported by the softening-up firepower of naval units, had landed in the Channel Islands of Jersey and Guernsey, British possessions in the hands of the Germans since 1940.

Despite fierce German resistance, Paris radio—less than 100 miles from the fighting—said that the battle for the Cherbourg peninsula was "widening in depth."

A steady stream of Allied troops continued to pour onto the beaches in the vicinity of the bathing resort at Arromanches at noon, Berlin reported, with light tank formations also ashore.

The invasion force was the greatest ever used in amphibious operations. Commanding it, under the supreme leadership of Gen. Eisenhower, was Gen. Sir Bernard L. Montgomery. There were unconfirmed reports that Hitler himself was rushing to France to take charge of Axis forces.

Spurred by a final Order of the Day from Gen. Eisenhower, expressing his confidence in the courage, devotion to duty and battle skill of the troops and pledging acceptance of nothing less than full victory, the American, British and Canadian forces who long had trained for the crucial task struck their initial blow during the five short hours of darkness which the summer provides in these latitudes.

The weather, which had caused postponement of the invasion for 24 hours, ruffled the Channel and caused "awful anxiety," said a spokesman at SHAPE. But the landings were made, although some of the troops undoubtedly were seasick.

For hours without interruption the vast armada of planes charged with softening up the defenses roared over the coast, while in the water more than 200 minesweepers cleared obstructions before the invasion fleet.

As a result comparatively light opposition was met from enemy naval forces and shore batteries. Coast defense guns were not nearly as effective as they might have been, and despite German claims of heavy damage inflicted by Nazi E-boats, the Allies' naval losses were "very, very small," a SHAPE spokesman said.

The Allied Command said nothing about the great battle being on at land until the Germans found it out for themselves. At 6.35AM the German Overseas News Agency broadcast a bulletin: "The invasion has begun. German naval forces have engaged enemy landing craft. Paratroops have

landed at the mouth of the Seine." Instantly the electrifying news relayed round the world.

The Allied announcement came at 9.01 AM, when correspondents summoned to the elaborate invasion press room in London's Ministry of Information were given Communique No. 1.

"Under the command of Gen. Eisenhower, Allied naval forces, supported by strong air forces, began landing Allied armies this morning on the northern coast of France."

A few minutes later American and British broadcasting stations sounded the alert for all of Europe, and in the voice of Gen. Eisenhower himself the eager patriots of the other nations were advised to be cautious until the hour for liberation struck in their own lands. He was followed by the exiled rulers and ministers from those countries.

To France the supreme commander directed an even more emphatic appeal: "Follow the instructions of your leaders. A premature uprising of all Frenchmen may prevent you from being of maximum help to your country in the critical hour. Be patient. Prepare."

The two Normandy ports of Le Havre and Cherbourg were the obvious locale for Gen. Eisenhower to spot the first landings. Both are big ports, Le Havre the largest in France, and ports are vital for an amphibious operation on the scale of this offensive. The ports are close together, so that the attacking forces need not be widely split. And each port is on a promontory of the sea rather than a long lateral stretch of coast like the section opposite Dover; this gives the attacking forces a comparatively narrow front to hold while assembling for the advance inland and makes it possible for warships to give supporting fire from both flanks.

Britain and America, tenaciously waiting for word of what was transpiring on the other side of the Channel, by mid-afternoon had received heartening word from several agencies.

Prime Minister Churchill told a cheering House of Commons soon after noon that the Allied assault was "proceeding according to plan—and what a plan!"

Military circles at SHAPE heard soon afterward that the Allied forces had secured a beachhead and had dug in, although they gave no indication how deep the penetrations from the sea were.

From the German Official News Agency itself came word that Allied tank forces had penetrated several miles to the south between Caen and Isigny. The latter town, though small, is strategically important because it stands on the main trunk road out of the Cherbourg Peninsula and guards a large bay into which run the Rivers Vire and Aisne.

Churchill, addressing Commons in tones of confidence, said he could not give any particular details, as reports were coming in in rapid succession, but he added that "the commanders who are engaged report that everything is proceeding according to plan."

"This vast invasion plan," he said, "is undoubtedly the most complicated and difficult that has ever occurred. It involves the wind, waves and visibility, both from the air and sea transporters, and the combined employment of land-

Nazi Targets

Unleashing the full fury of Anglo-American air power, Allied aircraft yesterday bombed and strafed wide areas of French beach-heads, indisposed mastery of the air and bombing record-breaking tons of explosives on Nazi coastal installations in providing the greatest umbrella in history for the invasion forces.

Between midnight and 8 AM yesterday alone, 10,000 tons of steel went cascading down on German targets on the coast of Normandy. In the same period more than 31,000 Allied airmen, not including airborne troops, dominated the sky over France.

It was estimated that in a final recapitulation the number of sorties flown yesterday would soar to more than 20,000.

Luftwaffe Stays Down

So sparse was Luftwaffe opposition that many airmen did not encounter a single German fighter. Few of the 1,750 fighter planes which it is estimated the Nazis can muster to oppose the invasion put in an appearance.

High-ranking officers of Supreme Headquarters emphasized, however, that there was no reason to believe the Luftwaffe had been defeated.

"Fighting of the greatest severity is in store before the Luftwaffe is wiped out," according to one air officer.

Bombing, strafing and strafing fighter aircraft of the Ninth Air Force were in the air continuously yesterday from 4.30 AM, covering the movement of the Allied Expeditionary Force over sea and on to the beaches, and probing ahead of the landing parties for tactical objectives beyond the operations zone.

The first ten waves of Ninth Air Force fighter-bombers to go into action reported no serious opposition anywhere over the Channel and the beachheads.

Between 11.30 PM Monday and sunrise yesterday more than 1,000 RAAF heavy bombers, divided into ten task forces, battered German batteries along the French coast to clear the way for the ground troops.

Taking up the attack where the RAF left off more than 350 Marauders swept across the Channel to pour enemy coastal guns in a sharp three-hour raid. Almost simultaneously more than 1,000 Fortresses and Liberators rocked German fortifications in France's coastal area.

As the Allied craft filled the sky over France, strafing German troops and smashing at enemy transportation and communication lines, only 50 German planes were reported.

DAILY BULLETIN
NO. 155)

20 June 1944.
Tuesday

1. The following named officers will perform the duties as indicated on the dates designated:

Date	OFFICER OF THE DAY	
20 June 1st Lt. Francis L. Petty		21 June 1st Lt. Richard L. Mettlen
21 June Capt. Sherwood B. Sipprell		22 June 1st Lt. Roy E. Rose
22 June 1st Lt. Dennis D. Riley		23 Capt. Gerald I. Blumenthal
23 June 1st Lt. Samuel P. Goldblatt		24 June 1st Lt. Harry Basan
24 June 1st Lt. Michael J. DeMarco		26 June 1st Lt. Stanley G. Deines
25 June 1st Lt. Edward F. Grecki		27 June W/O Jg Nolan L. Thibodeaux
26 June Capt. George E. Adams		28 June 1st Lt. William S. Boone

2. LIBERTY RUN: Tuesday night to C, weather permitting.
Wednesday night to P, weather permitting.
Thursday night to P, weather permitting.

3. COMMENDATION: The following messages have been received from the Commanding General, Eighth Air Force:

The campaign "Air Offensive Europe" has today been superseded by the "Campaign of Western Europe". To each officer and enlisted man... I extend my most sincere thanks for the superb job you have all done during the campaign that is past. The Eighth is a truly great Air Force and I am proud of each of you who constitute it. I have every confidence that the loyalty and determination you have exhibited will continue throughout the campaign that is beginning until it, too, is brought to a conclusion through defeat of the German enemy. DOOLITTLE.

It has been my recent privilege to transmit to you certain messages of congratulation from the High Command. These messages are evidence of a real appreciation of your magnificent contribution in immediate support of the ground assault. It is possible at this time to state a few facts concerning this contribution which are considered to be of encouraging interest to all of you. In the five days following the initial assault the strength of the allied landings has been approximately as planned. Steadily growing forces are in contact with the enemy. The German has failed to oppose this operation with the surging expected and has failed to launch counter-attacks of the nature planned for by our ground commanders. The successful establishment and reinforcement of the beachhead and the comparatively low casualties suffered are considered due in large measure to the employment of bombardment aviation to saturate and destroy the defenses. Although a portion of this bombardment required bombing through the overcast with a degree of accuracy normally associated only with highly successful visual operations, photographic reconnaissance reveals that this accuracy was obtained and that the purpose of the attack was achieved. It is now known that a German division was engaged in defensive maneuvers in one of the assault areas. This fortuitous circumstance for the enemy retarded our ground success in this area but was largely nullified by the effectiveness of the air attack. The failure of the German to oppose the ground operation in anticipated strength, and his inability to make more than piecemeal counter attacks, is considered due to air interdiction of his lines of communication and to the incessant blasting of his dispersed elements by fighter forces of the VIII Fighter Command. Through air action the initial success of the assault forces was assured. Through air action the enemy has been denied the ability to concentrate forces for counter attack. The Eighth Air Force can be proud of its major part in air action. DOOLITTLE.

4. STEEL HELMETS: Effective this date, it will no longer be necessary to wear or carry the steel helmet. Gas masks and weapons will continue

JUNE 12, 1944



John Spierling



King
Christiansen
Kleppe
Wingard
Hutten



Alloway, Dibles, Cantrell, Spierling, Zerkosty,
Weston

Fine, Hanga, Wingard

Rheem
Parsons
Wingard



Missing
in Action
4/1/44

7-1

Houza
Cantrell
Spierling
Hoeft
Kabelac
Dunnigan
Hisson



Wingard
Fine
Parsons
Eberhart

5-7

Cantrell
Wingard
Spierling
Houza



Eberhart
Broderick

5-7

JUNE 12, 1944



King
Wingard
Christiansen
Keepe

Hoppy Spivey
Hearst
Nelson
Calusaco



Dibble
Wbstressel
Alloway
Spiering

8



Wingard
Ofiesh
Honeya

9



Rheam
Spierling
Lowell

King
Dunnington
Wingford
Parsons

10



King
Dunnington
Rheam
Wingford
Spierling
Lowell

Spierling
Parsons

11



King
Wingford
Dunnington
Rheam
Parsons
Spierling
Lowell

13

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Wednesday night to B, weather permitting.
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The campaign "Air Offensive Europe" has today been superseded by the "Campaign of Western Europe". To each officer and enlisted man... I extend my most sincere thanks for the superb job you have all done during the campaign that is past. The Eighth is a truly great Air Force and I am proud of each of you who constitute it. I have every confidence that the loyalty and determination you have exhibited will continue throughout the campaign that is beginning until it, too, is brought to a conclusion through defeat of the German enemy. DOOLITTLE.

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* INVASION REPORT

The intricate pattern for invasion was heavily threaded with radar. On the beaches, in front of the beaches, and beyond the beaches, radar of many kinds and forms worked on D-day --- searching, intercepting, directing, bombing. How it did on the bombing is the subject of the following report to RADAR from an on-the-spot radar specialist, close to what went on and thoroughly familiar with radar-bombing equipment and its uses.

RADAR BOMBS THE BEACHES

The first wave of the assault force to land found the going definitely easier than had been expected. This was particularly true on the beaches assigned to the British which got the greatest weight of the 8th AF H-hour bombing. Gun emplacements and obstructions were shattered; the enemy, in many areas, was literally stunned by the concussion of hard, heavy bombing. All of this softening-up bombing, in the 30 minutes before H-hour, was by H2X.

Before D-day there had seemed to be about a 50-50 chance for weather that would allow visual bombing. Ground Forces asked the 8th AF to be ready with blind bombing in case of cloud. Preparations to this end were more thorough than for any H2X operation ever. Five practice missions took 8th AF heavies equipped with H2X to the French coast against targets simulating invasion beaches, and results were good. Since none of the Mickey (H2X) operators had ever seen a beach with boats offshore in such quantities as were to be expected on D-day, radar photo reconnaissance was done over invasion barge areas. Scope pictures resulting were presented to each operator along with a general plan of distribution of assault forces as it would be around H-hour. Operators also had scope photos of the actual invasion beaches.

Right up to time of take-off -- from 0230 to 0330 -- distribution of forces was on the visual bombing plan. Then south of London the clouds closed in, covering the invasion area. Clouds were 10/10; except in a few places, not even the beachline could be seen. That put it squarely up to H2X.

At H-hour minus 30 minutes, landing forces were scheduled to be about a mile off-shore; at H-5, about 500 yards. Since a man can recover from heavy bomb concussion in just about 30 minutes, all of this bombing had to be done in that time. It had to be intensive and accurate. It was both.

On their scopes the Mickey operators were able to make out the assault forces in all their profusion. The water line between assault boats and beaches was consistently clear. Bombing was just plain damn good. Photo reconnaissance later showed that, on the whole, very good patterns were laid down accurately-- as the High Command has noted.

NOTE *** THE FIFTH TASK FORCE, UNDER THE LEADERSHIP OF MAJOR GARLAND, WAS THE LAST FORCE OF HEAVY BOMBERS TO DROP ON THE INVASION COAST NORTH OF CAEN. BOMBS WERE DROPPED AT 0720 HOURS. THE FIRST LANDING TOOK PLACE AT 0725 HOURS. LT. CHRISTENSEN, PILOT; LT. KLEPPE, CO-PILOT; LT. KING, NAVIGATOR; CAPT. HUTSON, BOMBARDIER; AND LT. WINGRAD, MICKEY OPERATOR.

TARGET: BORDEAUX, FRANCE. JUNE 19, 1944 HOURS IN FLIGHT: 8.0 SORTIE # VII.

POSITION: 9th COMBAT WING LEADER: SOLID UNDERCAST ALL THE WAY TO THE I.P.
WENT DOWN TO A POINT WHERE WE WERE SUPPOSED TO TURN TO I.P. - ON GEE. AT THAT POINT WE
COULDN'T TURN, BECAUSE OF TWO OTHER WINGS BOXING US IN. WE WENT WAY SOUTH OF COURSE
BEFORE WE COULD TURN. I TOLD THE D.R. NAVIGATOR I COULD LEAD HIM TO THE I.P. HE SAID IT
WAS O.K. FOR ME TO TAKE OVER. I LEAD THEM RIGHT TO THE I.P. -- A MINUTE BEFORE WE GOT TO
IT THE WEATHER BECAME VISUAL AND THEY COULD SEE OUR I.P. DEAD AHEAD. FROM THEN ON THE D.R.
NAVIGATOR TOOK OVER AND THEY BOMBED VISUALLY. CALLED OFF 9 MILES RANGE TO FESMIRE, AND IT
WAS RIGHT ON THE BUTTON. FESMIRE GOT A SHACK. RINDLER'S GOT A GOOD CREW. CO-PILOT ALMOST
GOT HIS HEAD SHOT OFF. A FLACK HOLE THE SIZE OF HIS HEAD WAS FOUND RIGHT IN THE SHIP'S
POSITION WHERE THE CO-PILOT'S HEAD USUALLY IS. CUSHMAN ALMOST FAINTED WHEN HE SAW THE HOLE.
AFTER IT WAS ALL OVER. THEY ONLY NEEDED PFF FOR ABOUT TWO MINUTES IN THAT MISSION -- AND
I WAS GLAD I WAS ON THE BALL. MICKEY IS A TERRIFIC NAVIGATIONAL AID. EVERYONE SAID MICKEY
DID A SWELL JOB. THERE REALLY WASN'T MUCH TO IT. TEAMWORK IS THE BIG THING ON THE LEAD
SHIP - AND WE HAD IT ON THAT MISSION. HORRIBLE WEATHER ON RETURN. NOT MUCH FLACK DAMAGE.
BUT OTHER SHIPS IN OUR FORMATION REALLY GOT HIT. ACCURATE FLACK!!

TARGET: LAON-COUVRON, FRANCE JUNE 28, 1944 HOURS IN FLIGHT: 6.0 SORTIE # VIII.

POSITION: 94th COMBAT WING LEADER: VISUAL WEATHER ALL THE WAY. CALLED OFF TOWNS AND BEARINGS, AND THEY ALL CHECKED WITH CAUSEY'S AND KUENNING'S OBSERVATIONS. KEPT ON TALKING AND GIVING A RUNNING DESCRIPTION OF THE FLIGHT ALL THE TIME. THAT'S DARNED IMPORTANT AS IT GIVES THE PILOT AND AIR COMMANDER, AND THE REST OF THE CREW, AN OVER-ALL PICTURE OF WHAT'S GOING ON, AND WHAT TO EXPECT. CAUSEY, KUENNING, AND COL. SEAVELL ARE A GOOD TEAM. THEY SAID I DID A GOOD JOB. MICKEY MUST KEEP BUSY AND WORK, WHETHER IT'S VISUAL OR PFF. HE MUST HELP THE D.R. NAVIGATOR ALL HE CAN. ON WAY BACK WE WERE DIVERTED ON ACCOUNT OF WEATHER. LANDED ON A B-24 BASE. THEY TREATED US SWELL. VISUAL BOMBING -- A SHACK!

TARGET: RELY, FRANCE JULY 6, 1944 HOURS IN FLIGHT: 5.8 SORTIE # IX.

POSITION: 94th COMBAT WING LEADER: VISUAL WEATHER. DOOBLE-BUG EMPLACEMENT. MADE TWO 360 degree TURNS OVER TARGET, BUT COULDN'T SEE IT. MADE A RUN ON THE RAILROAD YARDS IN A CERTAIN TOWN, BUT WOUND UP GOING FOR THE WRONG TOWN. RETURNED TO BASE WITH OUR BOMBS. NO FLAK. NO NOTHING. A REAL MILK RUN. GRUMAN IS A GOOD PILOT. IT WAS A TOUGH ASSIGNMENT FOR ANDREWS ON HIS FIRST LEAD. I THINK THIS CREW IS GOING TO BE O.K.

R E S T R I C T E D

HEADQUARTERS
AF STATION #128
O #557, U.S. ARMY.

(A/A/1)

9 July 1944.

SUBJECT: Commendation.

TO: Staff Officers and ~~and~~ and Detachment Commanders.

1. Major General Robert W. Williams, Commanding General of the 1st Bombardment Division, has telephoned his hearty congratulations on our success in reaching first place in the Eighth Air Force in bombing accuracy for the month of June, and desires that his compliments be passed on to all members of this command.

2. It is with deep pride that I forward this message to you, because I know the months of hard, gruelling effort you and your officers and men have put out in order to reach this standard. Every individual is here because his efforts are required, either on the ground or in the air, in our organized effort to drop bombs on the enemy. Top proficiency is attained only when every man knows his job thoroughly, is determined to do his best, and combines his maximum efforts with others on the team, to make the machine run smoothly and efficiently. That spirit is well exemplified in the record that has been set by the personnel of this command.

3. We have not yet reached our goal - perfection. We still have problems to be solved and improvements to be made. The standards of all heavy bombardment organizations in the theater are constantly on the rise. To keep our enviable first place will require ever-increasing proficiency and team-work on our part. Our continued efforts will pay high dividends. Every hour of effort we put in, every improvement we accomplish, and every contribution we make toward increased proficiency as a team, will bring that much closer, our final victory and - Home Sweet Home.

H. W. Bowman
H. W. BOWMAN,
Colonel, Air Corps,
Commanding.

TARGET: LEIPZIG, GERMANY JULY 7, 1944 HOURS IN FLIGHT: 9.1 SORTIE # X.

POSITION: 94th COMBAT WING DEPUTY LEADER: TOOK OVER THE WING LEAD AT THE ENGLISH COAST. TOOK THE PLANE IN AND OUT OF THE ENEMY COAST. CLOUDS WERE BROKEN ALL THE WAY AND I'M SURE THAT MICKEY WAS A GREAT AID TO THE SUCCESS OF THE MISSION. BOMBING WAS VISUAL AND BOLLERS GOT A SHACK. WAS HIS FIRST LEAD. TOO. CONNOLLY IS A DARNED GOOD PILOT AND HE DID A GRAND JOB OF LEADING. KRIZE IS A GOOD NAVIGATOR, BUT GETS RATTLED TOO QUICKLY. WE SURE AS HECK COULD HAVE GOTTEN INTO A LOT OF TROUBLE HAD MICKEY NOT BEEN ALONG. ALL IN ALL, EVERYONE DID A SWELL JOB, AND ALL WERE PRAISED ON RETURN TO THE BASE.

600 PLANES HIT REICH

11½ NAZIS DOWN

In a great synchronized two-day assault deep inside Germany up to 2,800 planes from Britain and Italy yesterday attacked several synthetic oil plants and fighter and bomber factories. All were high-priority targets.

This air invasion of Central and Eastern Germany led to the fieriest sky battles that have been fought for six weeks.

More than 1,100 Flying Fortresses, Liberators and about 750 fighters made up the force which flew out of this country to attack 11 cities in the Leipzig area. Results were good.

The first time in a considerable period they met strong resistance by hundreds of enemy fighters, it was announced at United States Strategic Air Forces H.Q. last night. Of 75 were shot down by the Luftwaffe and 39 by the Liberators for a total loss of 36 bombers and six fighters.

This is the biggest destruction of German planes since the battle over Berlin on May 19, when 125 were shot down.

The fighting raged from 25,000 feet to 10,000 feet level. It took place mostly in the vicinity of Leipzig. The sky over Leipzig was thick with dogfights between the Luftwaffe fighters and the numerous targets attacked during the day were:

Britain
Fighter assembly plant at ...

...
Synthetic oil plants at LUTSKENDORF and MERSEBURG.

...
Bomber assembly plant at ...

...
Bomber component plant at ...

...
Engines and ball-bearing works ...

...
Assembly and repair plant at ...

...
Some of the buildings had been severely damaged before and partly rebuilt.

Italy
Synthetic oil plants at BRESLAU and one at OBERTAU, 75 miles south-east of Breslau, near Polish border, in the coal and iron region of German Silesia.

...
and rail-yards at ZAGREB in northern Yugoslavia.

...
750 Fortresses and Liberators led out the Silesia attack at 10:15 minutes after the raid on Leipzig ended. Big fires and ... were caused.

2,250 PLANES HIT REICH IN 2-WAY BLOWS

BATTLE FORCED ON LUFTWAFFE

75 NAZIS DOWN: OIL PLANTS HIT

In a great two-way day assault deep inside Germany, up to 2,250 planes from Britain and Italy yesterday attacked several oil plants and fighter and bomber factories.

The raids led to the greatest air battles that have been fought since before the invasion began.

Targets for the two-way attack were:

FROM BRITISH BASES.—Aircraft assembly and component plants and oil refineries at MOCKAU, near Leipzig, LUTSKENDORF, and other points in Central Germany.

FROM ITALIAN BASES.—Oil installations at OBERTAU, in German Silesia, 75 miles south-east of Breslau.

It was the second time in 24 hours that a four-figure fleet of Allied aircraft was over enemy territory.

Between 1,250 and 1,750 Flying Fortresses and Liberators of the Eighth American Army Air Force, escorted by strong forces of Lightnings, Thunderbolts and Mustangs, operated from British bases.

United States H.Q. announced last night that, among the numerous targets attacked in Germany, were the synthetic oil plants at Lutzendorf and Hohlen, an oil refinery at Merseburg, bomber assembly plants at Bernberg and Halle, and a bomber component plant at Aschersleben, as well as the fighter assembly plant at Mockau.

There was strong enemy fighter opposition and many air battles took place. Seventy-five enemy aircraft were shot down by the fighters, six of which are missing.

Bomber losses and claims have not yet been tabulated.

The Italy-based aircraft raiding OBERTAU in Silesia, met a number of interceptors, and there were several encounters, in which

(Continued on P. 4, Col. 5)



2,250 PLANES IN GREAT 2-WAY DAY ASSAULT

(Continued from P. 1, Col. 5)

victories were scored by the bombers and their escorts.

Liberators also combed an airport and railyards at ZAGREB in northern Yugoslavia. The task was moderate and few enemy aircraft were encountered. Hits were observed on the target.

Heavy bombers proceeding to Silesia encountered intense anti-aircraft fire. Crewmen reported a good pattern of bomb bursts, with fires and explosions. Between 230 and 500 bombers were engaged in these operations.

Berlin yesterday reported savage air battles over Glewitz and Neustadt in Upper Silesia, and claimed that 60 American four-engined bombers were destroyed.

FIGHT AT 25,000 ft.

Down To Tree-Top Level

The air battles fought by the British-based bombers and fighters were the first major encounters since invasion day, and the fighter victory was one of the biggest scored by the Americans for many weeks. The fighting raged from 25,000 ft up down to tree-top level, and was mostly in the vicinity of Leipzig.

Hundreds of enemy interceptors rose to attack the heavy bombers near the targets, says American H.Q. The sky over Germany was alive with battling fighters as the Luftwaffe finally came out of its recent weeks of hiding.

The Mustangs, Thunderbolts and Lightnings tore into swirling masses of ME 109s and ME 110s, JU 88s, and FW 190s.

One Lightning group destroyed 18 German planes without loss, and in a nearby sector a Lightning squadron mixed it with hordes of ME 109s and FW-190s and shot down 11, also without loss.

114 Nazi Aircraft KO'd As Heavies Batter Reich

Biggest Sky Battle Since D-Day Hits Luftwaffe Hard

One hundred and fourteen Nazi aircraft were shot out of the sky yesterday as more than 1,100 escorted U.S. heavy bombers flew through swarms of German interceptors to batter more than seven vital targets deep in the Reich.

After a day in which more than 6,000 tons of explosives were dropped on robot nests in France in five savage Allied assaults, a near-record force of Fortresses and Liberators thundered in Germany itself to smash at Nazi aircraft and oil production.

The Nazis over Germany were allied with battling fighters in the first major battle since D-Day. Escorting P47s, 34s and 51s knocked down 75 German planes; 19 fell to the guns of the heavies.

38 Heavies are Lost

Cost of the shattering blow was 36 bombers and eight pursuits.

At the same time, in another clear demonstration of Allied air superiority, up to 500 Italian-based heavy bombers, presumably American, attacked oil installations at Odertal, in German Silesia, 67 miles southeast of Breslau.

The brunt of Luftwaffe opposition yesterday was borne by Liberator formations, the Fortresses meeting only slight resistance. One B24 combat wing was attacked by more than 100 German fighters, and other Liberator formations reported savage attacks by up to 75 interceptors.

Targets of the bombers were fighter-components assembly plants at Moerkau, near Leipzig; bomber-assembly plants at Mallo, Bernburg and Aschersleben, and synthetic oil plants at Lutzkendorf and Bohlen, as well as an oil refinery at Morsberg.

Hundreds of enemy planes rose to pro-

(Continued on page 4)

Air - - - - -

(Continued from page 1)

test the vital plants, and fighting raged from 25,000 feet in the air down to tree-top level mostly in the vicinity of Leipzig.

A P38 group led by Maj. Wendell J. Keller, of Lexington, Okla., had a field day, destroying 17 Nazis without losing a plane. Four of the fighters took on more than 20 Me410s, and in a 20-minute fight blew apart seven of them. Maj. John D. Landers, of Joshua, Tex., leading the squadron, got three.

Another Lightning squadron, led by Capt. Orville E. Goodman, of Alhambra, Tex., mixed it up with hordes of Me109s and FW190s and shot down 11 of the enemy without loss to themselves.

A Mustang group led by Lt. Col. Claiborne H. Kinnard, of Franklin, Tenn., destroyed 14 Germans and broke up a heavy attack against the bombers.

TARGET: PEENEMUNDE, GERMANY JULY 18, 1944 HOURS IN FLIGHT: 9:20 SORTIE # XI.

POSITION: 94th COMBAT WING LEADER; 1st BOMB. DIVISION LEADER; SOCKED IN ALL THE WAY. TERRIFIC MISSION. MICKEY TOOK FORMATION INTO ENEMY COAST AND GUIDED THEM ALL THE WAY INTO THE I.P. AREA. -- WHERE IT GOT VISUAL FOR ABOUT 30 MILES. THERE WAS SORT OF AN ALLEY-WAY THAT WAS CLEAR. WE WENT DOWN THAT ALLEY-WAY AND BOMBED VISUALLY. KUENNING GOT A SHACK. I THEN GUIDED THE FORMATION ALL THE WAY BACK, PAST HELIGOLAND UNTIL THE GEE CAME IN. THEN CAUSEY AND EGAN TOOK OVER. IT WAS A BANG-UP NAVIGATIONAL JOB AND I SURE FEEL GOOD WHEN THE FELLOWS TOLD ME I DID A SWELL JOB. IT WAS A GOOD THING KUENNING BOMBED VISUALLY BECAUSE JUST AS WE STARTED ON THE BOMB RUN THE BOMB-RELEASE LINE BECAME VERY THICK -- AND I WOULD NOT HAVE BEEN ABLE TO DETERMINE WHERE IT ACTUALLY WAS. PICKED UP THE TARGET AREA ABOUT 90 MILES AWAY AND KEPT CALLING THE DISTANCE OFF. THE WIND CAUSEY GOT FROM MICKEY FIXES WAS OFF ONLY ONE MILE PER HOUR AND NOTHING IN DEGREES OF DRIFT. -- CHECKED BY BOMBSIGHT. THAT'S DAMNED GOOD!!

ON RETURN, I COULD HEAR ALL THE FELLOWS SAYING THAT THAT WAS ONE OF THE BEST-LEAD MISSIONS THEY WERE EVER ON. CAUSEY AND EGAN ARE REALLY ON THE BALL. KUENNING IS REALLY A HOT BOMBARDIER. IN MY OPINION HE OWES A GREAT DEAL OF HIS SUCCESS TO CAUSEY, WHO POINTS OUT THE TARGET TO HIM. EVERYONE WAS VERY PLEASED WITH THE MISSION. GENERAL LACEY SEEMS TO MEET US AFTER EVERY MISSION.

Air Fleets Paste Nazi Caen Line Robot Laboratories Hit In U.S. Heavies Thrust In North Germany

Well over 2,000 Allied warplanes yesterday heaped tons of explosives on German bastions around Caen as a prelude to a ground offensive by British and Canadian troops, which resulted in a breakthrough across the Orne River in the farland beyond.

As the Luftwaffe appeared in strength over Normandy in a futile effort to stem what may well have been the greatest 24 hours of Allied aerial activity since D-Day, American heavy bombers, concentrating mainly on Germany's robot laboratories along the Baltic coast, yesterday raided the Reich for the fifth time in eight days.

Nearly 750 Flying Fortresses smashed at the flying-bomb and long-range rocket experimental stations at Peenemunde and near-by Zinnowitz, as well as other targets in the Kiel area and elsewhere in northern

AWARDED DFC
FOR WORK ON
THIS MISSION

Forts strike at V2

STOCKHOLM, Tuesday. -- V2, the Germans' second threatened secret weapon, is reported to have been the target of 700 Forts and Liberators, which bombed Peenemunde research station and Zinowitz, on Germany's Baltic coast, today.

V2 is thought to be a large rocket projectile. Goebbels has been saying that it would be used soon. -- Express News Service.

U.S. crews six miles up saw their bombs shatter buildings. There was moderate Luftwaffe opposition, and 21 Germans were shot down. Only three U.S. bombers and two fighters were lost.

Big bombers from Italy hit an aircraft factory at Friedrichshafen and targets near Munich.

COMMENDATION: The following teletype message has been received:

Attack of 18 July on Peenemunde was one of the finest examples of precision bombing I have seen. The concentrated bombing on eight (8) separate, small aiming points within the target area was made possible by the fine organization and training of Eighth Air Force units and the determination of commanders and combat crews alike. This demonstration reflects great credit on the Eighth Air Force and the United States Army Air Forces. SPAATZ.

It is very gratifying for me to transmit to you and your command this commendation from General Spaatz for a job well done, and I wish to add my personal appreciation and congratulations thereto. DOOLITTLE

On this vital operation the 1st Division again demonstrated its ability to destroy the assigned objective regardless of its location or enemy opposition. Successful operations of this nature are only possible to a smoothly running organization when every individual both ground and air plays his part. Keep it up. WILLIAMS

ED TARGET MUNDE

Experimental stations on the Baltic coast, where Flying Fortresses yesterday, in clear weather, saw their bombs shatter. It is understood, in some connection with

squitos of Bomber Command, 4,000lb. bombs, ready for attack on Berlin on Monday

crews were able to see their targets plainly, and bombs were dropped accurately on the main targets. One of our aircraft is missing. One of the most intensive anti-aircraft gunfire of the war was seen on the coast of France near Calais, two hours early yesterday, being about midnight.

Instant explosions made the air ground quiver on the English coast of the Channel. Large formations of fighters and bombers had been heard crossing the coast since daybreak. Allied bombers and fighters were crossing the coast on their way to Northern France.

It was thought that more attacks were being made on flying bases. A.F. fighters and A.A.s were shot down more flying bombs on Monday night.

2,000 PLANE RAIDS CUT

V1-2 OUTPUT

FLYING BOMB—AND POSSIBLY V2—PRODUCTION HAS BEEN CUT DOWN BY THE MAJOR PORTION OF THE 16,000 TONS OF BOMBS DROPPED ON THE REICH IN THE PAST WEEK.

This was revealed at Supreme H.Q. last night, when it was stated that during the week nearly 12,000 U.S. aircraft based on Britain and Italy—6,431 bombers—had smashed targets from the Baltic to the Alps and from Northern France to Czechoslovakia.

It was also revealed that Allied forces flew 25,000 sorties in the past five days despite bad weather, hitting 38 rail centres besides other targets.

Although the main weight of the vast attack was on flying bomb production centres, a spokesman of the U.S. Strategic Air Forces warned yesterday that results in the form of fewer flying bomb attacks cannot be expected immediately or in the near future.

"They may not even be cut down in weight," he said. "But we do know that the full capacity of flying-bomb production has been reduced and that improvements in the accuracy of this weapon and others have been hindered by our attacks."

At Peenemunde, which developed "V1" flying bomb, and is now believed to be working on the production of a rocket weapon known as "V2," of nine aiming points eight received direct hits. Attacks were also made on the German jet engine industry.

Six Weeks Of F.B.s

Almost six weeks have passed since Germany's much-vaunted secret weapon was first launched. The attack, which the Germans claimed would set London ablaze and create a dead zone in Southern England within a few days, has failed to interfere seriously with normal life.

Yet, if they have been launched at the rate of 100-150 a day—the figure given by Mr. Churchill in the Commons recently—they must have reduced Germany's falling oil reserves by about 780,000 gallons.

Nazi Oil—'Serious'

On the oil situation in Germany, which has been heavily hit, the U.S. Forces' spokesman said last night that the shortage was now so serious that training for Luftwaffe recruits has been cut down to a point where it has almost ceased to exist.

Yesterday, according to Berlin, U.S. bombers again attacked the Ploesti oil bases.

German radio reported last night that Allied bombers were over north-west Germany.

750 Forts Hit F-Bomb Clinic

MORE than 1,000 planes, including 750 Flying Forts of the U.S. Eighth Air Force, yesterday attacked the German Air Force experimental and research stations at Peenemunde and Zinnowitz, on the Baltic coast, and other targets in the Kiel area and Northern Germany.

Peenemunde is the flying bomb rocket "clinic."

When the bomber crews returned they reported that from a height of six miles they watched their bombs batter three buildings where, it is understood, the enemy manufactured chemicals for use in the flying bombs.

Experimental Airfield Hit

Opposition was slight over Zinnowitz where the bombers bombed fully the experimental airfield, on which were parked 17 silver aircraft.

The Germans sent up about 60 fighters in an attempt at interception, but one Mustang group alone shot down 21.

Three bombers and two fighters were shot down.

U.S. Air Force Lightning fighters shot down about 10 dive-bombing aircraft crossing the Euro river south of Pacy-sur-Eure yesterday were shot down by over 30 F.W. 190s.

Although outnumbered almost two to one, the Lightnings destroyed ten of the enemy, probably destroyed six and damaged 14—and demolished the Eira bridge.

Targets at Friedrichshafen—Swiss reports say the Dornier plane works were hit—and an aircraft factory and aerodrome south-west of Munich were attacked yesterday by heavy bombers flying from Italy bases.

On Monday night Mosquitoes carrying 4,000-lb. bombs made a swift attack on Berlin without loss.

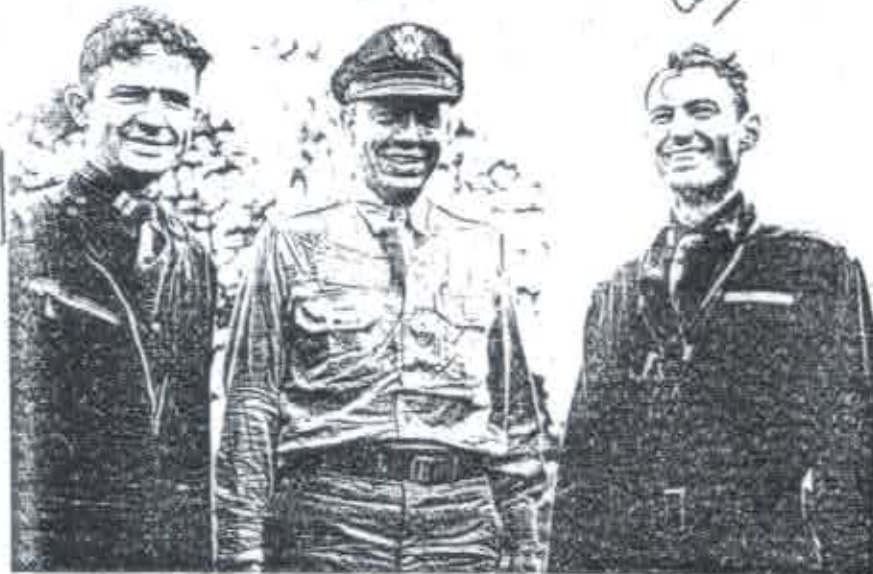
TARGET: MERSEBURG, GERMANY JULY 28, 1944 HOURS IN FLIGHT: 9:20 SORTIE # XII.

POSITION: 94th COMBAT WING LEADER: 1st BOMB. DIVISION LEADER: TOOK OFF WITH FIRST PFF SHIP AND NO. 3 ENGINE WAS ABLAZE. JUST MADE IT OFF THE END OF THE RUNWAY, AND THEN HAD TO TURN AROUND AND LAND WITH A FULL BOMB LOAD AND GAS LOAD, AND GET ANOTHER SHIP. IT SURE WAS A RAT-RACE, BUT WE INTERCEPTED THE FORMATION TWO MINUTES BEFORE THEY LEFT THE ENGLISH COAST. IT SURE WAS A GOOD THING THAT WE MADE IT, BECAUSE THE DEPUTY'S PFF EQUIPMENT WENT OUT SHORTLY AFTER REACHING THE GERMAN BORDER. IT WOULD HAVE BEEN MURDEROUS FOR SOMEONE TO HAVE LED THE ENTIRE DIVISION, WITH A SOLID UNDERCAST -- AND NO PFF!!

IT WAS STRICTLY A PFF MISSION. SET WORKED VERY WELL. EXCELLENT TEAMWORK WITH CAUSEY AND KUENNING. THEY ARE, WITHOUT A DOUBT, THE HOTTEST TEAM THE 8TH AIR FORCE HAS EVER KNOWN. THAT CAUSEY IS JUST A WONDER. MADE PFF-BOMBSIGHT SYNCHRONIZATION RUN ON TARGET. AM POSITIVE WE HAD THE RIGHT TARGET, AND THAT THE DRIFT WAS DEFINITELY KILLED ON THE HEADING IN. BOMBSIGHT READINGS CHECKED OUT VERY CLOSE, AND SO I KNOW CAUSEY GAVE US THE RIGHT GROUND SPEED. WHEN THE TIME FOR BOMBS AWAY CAME THE RACKS STUCK -- AND IT WAS ABOUT FIVE SECONDS BEFORE KUENNING COULD FORCE THE SALVO HANDLE. I FOLLOWED THROUGH WITH THE BOMB RUN AND WOULD HAVE DROPPED AT ABOUT THE SAME INSTANT THE BOMB SIGHT SHOULD HAVE DROPPED THEM. IN MY OPINION, IT WAS AN EXCELLENT RUN -- WITH PERFECT COORDINATION BETWEEN PILOT, DR NAVIGATOR, BOMBARDIER, AND MICKEY. I DOUBT IF I'LL GET ANOTHER SWELL OPPORTUNITY TO BOMB A TARGET OF THAT IMPORTANCE AND SIZE!! IN VIEW OF THE MECHANICAL FAILURE, I BELIEVE WE HIT THE EASTERN EDGE OF THE TARGET AREA. THERE ARE NO PRU PHOTOS, BUT HIGHER HEADQUARTERS FEELS THAT WE DID A LOT OF DAMAGE. I THINK SO TOO.

WELL, KUENNING AND CAUSEY HAVE FINISHED. I REALLY HATE TO SEE THEM GO -- THEY WERE A GREAT TEAM AND WE HAD SOME HOT MISSIONS TOGETHER. COLONEL BOWMAN IS INDEED A FINE MAN, BESIDES BEING AN OUTSTANDING AIR COMMANDER. HE PERSONALLY COMPLIMENTED ME UPON DOING A SPLENDID JOB. MICKEY LED THEM INTO AND OUT OF THE ENEMY COAST, AROUND FLAK AREAS, AND DID THE BOMBING. THAT SURE IS EARNING MY PAY!!

WE LOST AN ENGINE OVER THE TARGET. FLAK WAS INTENSE, BUT IT WAS ALL OVER THE PLACE AND SKIPS. WE MADE IT HOME O.K. I BELIEVE EVERYONE IN THE GROUP HAS A GREAT DEAL OF CONFIDENCE IN ME. I'VE BEEN FORTUNATE ENOUGH TO DO SOME VERY GOOD WORK FOR THEM AND NOW I'VE GOT A GOOD REPUTATION HERE -- FOR WHICH I AM VERY GRATEFUL AND PROUD.



An Eighth Air Force Bomber Station, England: -- Excellent work of 1st Lt. Alfred A. Winograd, Flying Fortress pathfinder navigator from Brooklyn, has brought a commendation from his commanding officer, Colonel Harold W. Bowman, Arlington, Va.

"It is a pleasure to commend Lt. Winograd most highly for his excellent work on recent missions," said Col. Bowman. "On a mission in which he flew in the lead airplane of the Division, I was in a position to particularly note his aggressiveness, skill and determination to squeeze every possible bit of help out of his equipment and pass it on to the rest of the crew. His proficiency was in no small measure responsible for the success of the mission.

His undying faith in the equipment, his proficiency in its use, and his enthusiasm for its possibilities have done much towards alleviating the growing pains of pathfinder during its initial stages of development."

To this was added the commendation of his squadron commander, Major William C. Garland, Barnesville, Ga.

Lt. Winograd has been on 16 missions over Germany and Occupied Europe, including four consecutive trips over Berlin. On his first mission his Fortress had two engines knocked out over the target by flak but made it back to home base.

He is the son of Mr. and Mrs. Benjamin Winograd, 808 Howard Avenue, Brooklyn and his wife, Mrs. Betty W. Winograd resides at 2828 Mermaid Avenue Brooklyn. He was graduated from Thomas Jefferson High School in 1937 and the City College of New York, where he starred in basketball, in 1941 and was commissioned in the Air Forces at Selman Field, Monroe, La., September 25, 1943. He came overseas in February, 1944.

Lt. Winograd wears the Air Medal and two Oak Leaf Clusters.

in the Courtauld area, according to a
Ninth Air Force spokesman, had at least
one flight of fighter-bombers convoying it.
In the 48-hour period ending Thursday
night the fighter-bombers were reported
to have destroyed, probably destroyed or
damaged 179 enemy tanks and more than
300 vehicles.

the centre, less than 12 hours after
they had been the target in a night-
raid.
On Thursday night R.A.F. Mos-
quito squadrons dropped 4,000 lb.
bombs on Stuttgart, which had
been heavily attacked twice before
this week.

Bombers 'Strike Oil'

On 2 Fronts PLOESTI HIT TWICE IN TWELVE HOURS

HITLER'S vital oil supplies have been hammered on two fronts three times in 12 hours.

The great Rumanian wells at Ploesti were the objective of Italy-based bombers both on Thursday night and again in daylight yesterday.

Also in daylight yesterday between 1,500 and 2,000 Britain-based Flying Fortresses and escorting fighters swooped on the Lenna synthetic oil plant at Merseburg, in Central Germany.

"Very strong forces" of Flying Fortresses—a term usually taken to indicate between 500 and 750—made the raid on the Lenna plant.

They were supported by a big force of Mustangs, Thunderbolts and Lightnings, but only comparatively small groups of interceptors came up to oppose them.

Some of the bomber crews reported "worst ever" flak. "Give me Berlin, anytime," one pilot said.

Five enemy fighters were shot down. The American losses were seven bombers and two fighters.

Some of the fighters on the way home strafed ground targets in France, shooting up seven locomotives, five trucks, a staff car and 16 railroad cars.

Ploesti Smokescreen

About 500 Fortresses and Liberators made the daylight raid on Ploesti.

The usual dense smokescreens were reported and instruments were used to bomb "blind."

A powerful Mustang and Lightning fighter escort kept away many of the German fighters which attempted to attack.

A smaller formation of Liberators bombed the important railhead for German supplies at Florina, Greece, near the Yugoslav-Albanian frontier. Neither flak nor enemy fighters were met with on this mission.

R.A.F. Mosquitos, with 4,000lb. bombs, chose the engineering and transport centre of Stuttgart for the nightly mission on Thursday.

Twin Blow At Reich's Oil Struck

Germany Is Hit by 8th AF -Heavies; Ploesti Raided By Force From Italy

The Wehrmacht's seriously-depleted oil stocks were battered anew yesterday by more than 2,000 American warplanes in simultaneous thrusts from Britain and Italy.

Returning to Germany for the first time in a week, Eighth Air Force bombers and fighters raided the synthetic-oil plant at Merseburg and other objectives in central Germany, while a 15th Air Force armada gave the Rumanian oil center of Ploesti its third battering in two days.

From Britain, meanwhile, Ninth Air Force planes, striking after a night in which Mosquitos pestered Stuttgart and Lancasters and Stirlings hit robot-launching sites, pounded rail-targets in France to impede the movement of German troops and supplies to the front.

Seven Heavies Lost

Only moderate Luftwaffe opposition was encountered over Germany by a force of up to 1,000 Fortresses and an equal number of escorting fighters. Four interceptors were shot down by the fighters and one by the B-17s. Eighth losses were seven heavies and two pursuits.

On Thursday Ninth fighter-bombers flew more than 1,000 sorties, many of them in support of tank thrusts.

Each tank column heading toward the sea in the Cotinances area, according to a Ninth Air Force spokesman, had at least one flight of fighter-bombers convoying it.

In the 48-hour period ending Thursday night the fighter-bombers were reported to have destroyed, probably destroyed or damaged 179 enemy tanks and more than 300 vehicles.

Three more air blows at Nazi oil

WITH blows from Britain and Italy, Allied Air Forces continued their offensive against enemy oil supplies yesterday.

The Lenna synthetic oil factory at Merseburg, and other military targets in Central Germany, were attacked by very strong forces of Fortresses.

Escort planes destroyed four enemy aircraft. The bombers shot down one. Seven U.S. bombers and two fighters are missing.

The Merseburg oil plant has had several previous attacks, the last in July 26.

Up to 500 Italy-based Fortresses yesterday bombed military installations at Ploesti, the great Rumanian oil centre, less than 12 hours after they had been the target in a night raid.

On Thursday night R.A.F. Mosquito squadrons dropped 4,000lb. bombs on Stuttgart, which had been heavily attacked twice before this week.

TARGET: NIENBURG, GERMANY AUGUST 5, 1944 HOURS IN FLIGHT: 7.0 SORTIE # XIV.

POSITION: 94th COMBAT WING DEPUTY LEADER: STRICTLY VISUAL WEATHER. WENT BACK IN THE WAIST WHEN IT WAS DEFINITELY DETERMINED THAT THE BOMBING WAS GOING TO BE VISUAL AND LOOKED OVER GERMANY FOR THE FIRST TIME. IT WAS BEAUTIFUL WEATHER AND I WAS GLAD THAT IT TURNED OUT TO BE VISUAL. GERMANY HAS REALLY BEEN DEALT A MIGHTY BLOW THESE PAST TWO DAYS. IF THE WEATHER ONLY LASTS A LITTLE WHILE LONGER, I BELIEVE WE'LL CRIPPLE HER WAR-MAKING POWER AND INDUSTRIES. WE DESTROYED A HUGE OIL STORAGE PLACE TODAY. IT WAS A BEAUTIFUL JOB OF BOMBING. NO FIGHTERS. NO FLACK. A REAL MILK-RUN. SURE DO HOPE I GET SOME MORE LIKE THAT.

1,000 'Heavies' Hit Germany By Day

MORE THAN 1,100 FORTRESSES AND LIBERATORS OF THE EIGHTH AIR FORCE YESTERDAY CARRIED OUT A WIDESPREAD BOMBARDMENT OF GERMANY.

Targets included an oil refinery at Dollbergen; an oil storage plant at Nienburg; an aircraft component factory and marshalling yards at Fallersleben; an armament works at Magdeburg; airfields at Hanover, Langerhagen and Halberstadt, and other targets in the Brunswick and Magdeburg areas. Thirty-two enemy fighters were shot down for the loss of 13 U.S. bombers and six fighters.

Flying-bomb Depot Attacked

Over 500 Lancasters and Halifaxes yesterday attacked the flying-bomb depot at St. Leu d'Esserent, north of Paris, and V-weapon depot at Watten, and flying-bomb sites in the same area.

A small formation of Lancasters also dropped 12,000lb. bombs on the U-boat shelters at Brest. At least three direct hits were obtained.

The bombs were dropped from a great height, and photographs showed penetrations of the structure and great quantities of smoke from fires burning inside the pens.

Bombers' Biggest Week

This rounded off what has doubtless been the greatest week's air offensive of the whole war.

Day and night for eight days nearly 12,000 British and American "heavies" have blasted Germany and occupied territory.

On six of these days the U.S. Eighth Air Force based here sent out four-figure armadas.

About 235 tons of bombs hit the Germans every hour on the average.

1,100 BOMBERS RAID REICH WORKS POUNDED

More than 1,100 Flying Fortresses and Liberators of the Eighth Air Force, escorted by about 750 fighters, yesterday attacked numerous targets in Germany. These included:

An oil refinery at DOLLBERGEN; an oil storage plant at NIENBURG, in Anhalt, near Dessau; an aircraft component factory and marshalling yards at FALLERSLEBEN, near Hanover; an armament works at MAGDEBURG; airfields at HANOVER, LANGERHAGEN and HALBERSTADT; a tank and armament works at BADJAU, near Magdeburg, and other targets in the Brunswick and Magdeburg areas.

The weather over the objectives was excellent and bombing was visual.

Stiff enemy fighter reaction was encountered in all 22 German machines were destroyed in the air and four on the ground. Thirteen allied bombers and six fighters are missing.

THE FLYING COWBOYS POUND GERMANY AND STAR IN RODEO

From WARD SMITH, "News of the World" War Correspondent

At an East Anglian Bomber Base, Saturday Night.—It was a big day for the U.S. Eighth Air Force to-day, for the flying cowboys were over Germany.

More than 1,100 Flying Fortresses and Liberators pounded numerous targets, including an oil refinery at Dollbergen, an oil storage plant at Nienburg, an aircraft components factory and marshalling yard at Fallersleben, armament works at Magdeburg, German Air Force fields at Hanover, Langerhagen, Halberstadt, and other targets in the Brunswick and Magdeburg areas.

They made the target all right and the weather was clear enough for visual bombing. That was not what they were worrying about, however; there was something of more immediate interest.

Back in England there was a full-scale Wild West rodeo waiting because some of these combat crews were the stars.

They hurried back just in time to discard their parachutes and flying kit, put on their chaps, sombreros, and check shirts and dash to the arena. Within a few hours of pounding Germany they were pounding the turf here with real bucking broncos, steer-trooping, pick-up races, and all.

A crowd of 15,000 people cheered this Wild West show for combined charities, the first of its kind England has seen for nearly 20 years, but they little knew the horsemen had been over Germany this afternoon.

"This is a big day," Waist Gunner Sergt. Lonnie Harvard, a freckle-faced cowpuncher from Houston, Texas, told me as he waited to take the arena. However, he wasn't talking about the bombing of Brna-vick—his 19th combat mission—but his first bronco ride for two years.

45,000 TONS ONE TARGET

MORE than 1,100 Fortresses and Liberators despatched from Britain yesterday on a widespread bombardment of Germany rounded off the greatest week's air offensive of the whole war.

Nearly 12,000 British and American heavy bombers alone have blasted Germany and occupied territory day and night continuously for eight days. Close on 45,000 tons of bombs have cascaded on the target areas.

Yesterday RAF Lancasters and Halifaxes attacked U-boat pens at Brest to bottle up the U-boats. Other formations attacked flying bomb depots.

ERNIE PYLE'S DESCRIPTION OF THE BOMBING OF AMERICAN
TROOPS BY FORCES OF THE U.S. EIGHTH AIR FORCE IN LATE JULY.

Straight From the Front

By Ernie Pyle

NORMANDY—It is possible to become so enthralled by some of the spectacles of war that you are momentarily captivated away from your danger—that's what happened to our little group of soldiers as we stood in the French farmyard watching the mighty bombing of the German lines just before our breakthrough. But that benign state didn't last long. As we watched there crept into our consciousness the realization that windows of exploding bombs were easing back toward us flight by flight, instead of gradually forward as the plans called for.

Then we were horrified by the suspicion that these machines high in the sky and completely detached from us were aiming their bombs at the smoke line on the ground—and the gentle breeze was drifting the smoke line back over us. An indescribable kind of panic comes over you at such times. We stood tensed in muscle and frozen in intellect watching each flight approach and pass over us, feeling trapped and completely helpless.

And then all of an instant the universe became filled with a gigantic rattling as of the huge dry seeds in a mammoth dry gourd. I doubt that any of us have ever heard that sound before, but instinct told us what it was. It was bombs by the hundred hurtling down through the air above us. Many times I've heard bombs whistle or swish or rustle but never before had I heard bombs rattle. I still don't know the explanation of it but it is an awful sound.

A Dive for Safety

We dived. Some got in a dugout, others made foxholes and ditches and some got behind a garden wall, although which side would be "behind" was anybody's guess. I was late for a dugout—the nearest place was a wagon shed which formed one end of the stone house. The rattle was right down upon us.

I remember hitting the ground flat, all spread out like the cartoons of people flattened by steamrollers, and then of squirming like an eel to get under one of the heavy wagons in the shed. An officer whom I didn't know was wriggling beside me. We stopped at the same time, simultaneously feeling it was hopeless to move farther—bombs were already crashing around us. We lay with our heads slightly up like two snakes staring at each other.

I know it was in both our minds and in our eyes—asking each other what to do. Neither of us knew. We said nothing. We just lay sprawled, gazing at each other in a futile appeal, our faces about a foot apart until it was over.

There is no description of the sound and fury of those bombs except to say it was chaos and waiting for darkness. The feeling of the blast was sensational. The air struck you in hundreds of continuing flutters, your ears drummed and rang, you could feel quite little waves of concussions on your chest and in your eyes.

At last the sound died down and we looked at each other in disbelief. Gradually we left the foxholes and sprawling places and came out to see what the sky had in store for us. As far as we could see other waves were approaching from behind. When a wave would pass a little to the side of us we were garrulously grateful, for most of them flew directly overhead. Time and again the rattle came down over us. The bombs struck in the orchard to our left, they struck as far as half a mile behind us. Everything about us was shaken, but our group came through unhurt.

An Inhuman Tenseness

I can't record what any of us actually felt or thought during those horrible climaxes. I believe a person's feelings at such times are kaleidoscopic and uncatalogueable. You just wait—that's all. You do remember an inhuman tenseness of muscle and nerves. An hour or so later I began to get sore all over, and by midafternoon my back and shoulders ached as though I'd been beaten with a club. It was simply the result of muscles tensing themselves too tight for too long against anticipated shock.

And I remember worrying about War Correspondent Ken Crawford, a friend of mine from back in old Washington days, who I knew was several hundred yards ahead of me. As far as I knew he and I were the only two correspondents with the Fourth Division. I didn't know who might be with the divisions on either side which were also being hit as we could see. Three days later back at camp I learned that Bede Irvin, AP photographer, had been killed in the bombing and that Ken was safe.

We came out of our ignominious sprawling and stood up again to watch. We could sense that by now the error had been caught and checked—the bombs again were falling where they were intended, a mile or so ahead. Even at a mile away a thousand bombs hitting within a few seconds can shake the earth and shatter the air where you are standing.

There was still dread in our hearts, but it gradually eased as the rumble and destruction moved slowly forward.

Bombing by Their Own Planes Fails to Break Up Yank Attack

By Ernie Pyle

NORMANDY—With our own personal danger past, our historic air bombardment of the German lines holding us in the Normandy beachhead again became a captivating spectacle to watch. By now it was definite that the great waves of four-motored planes were dropping their deadly loads exactly in the right place and by now two Mustang fighters flying like a pair of doves patrolled back and forth, back and forth, just in front of each oncoming wave of bombers as if to shout to them by their near presence that here was not the place to drop their loads.

And then we could see a flare come out of the belly of one plane in each flight. Just after they had passed over our heads the flare shot forward leaving smoke behind it in a vivid line and then it began a graceful downward curve. That was one of the most beautiful things I've ever seen. It was like an invisible crayon drawing a rapid line across the canvas of sky saying in a gesture for all to see: "Here, here is where to drop, follow me." And each succeeding flight of oncoming bombers obeyed and in turn dropped its own huriling marker across the limitless heaven to guide those behind.

Three Planes Down

Long before now the German ack-ack guns had gone out of existence. We had counted three of our big planes down in spectacular flames, and I believe that was all. The German ack-ack gunners either took to their holes or were annihilated.

How many waves of heavy bombers we put over I have no idea. I had counted well beyond 400 planes when my personal distraction obliterated any capacity or desire to count. I only know that 400 was just the beginning. There were supposed to be 1,500 planes that day and I believe it was announced later that there were more than 3,000. It seemed incredible to me that any German could come out of that bombardment with his sanity.

When it was over even I was grateful

in a chastened way. I had never experienced before for just being alive. I thought an attack by our troops was impossible now, for it is an unnerving thing to be bombed by your own planes.

The leading company of our battalion was to spearhead the attack 40 minutes after our heavy bombing ceased. The company had been hit directly by our bombs. Their casualties, including casualties in shock, were heavy. Men went to pieces and had to be sent back. The company was shattered and shaken.

And yet Company B attacked and on time to the minute. They attacked and within an hour they sent word back that they had advanced 800 yards through German territory and were still going.

GIs Can Be Majestic

Around our farmyard men with stars on their shoulders almost wept when word came over the portable radio. The American soldier can be majestic when he needs to be.

There is one more thing I want to say before we follow the troops into France in the great push you've been reading about for days. I'm sure that back in England that night other men—the bomber crews—almost wept, and maybe they did really in the awful knowledge that they had killed our own American troops, but I want to say this to them. The chaos and bitterness there in the orchards and between the hedgerows that afternoon have passed. After the bitterness came the sadder remembrance that the Air Corps is strong right in front of us.

Not only at the beginning but ceaselessly and everlastingly every moment of the faintest daylight the Air Corps is up there, banging away ahead of us. Anybody makes mistakes. The enemy makes them just the same as we do. The smoke and confusion of battle bewilder us all on the ground, as well as in the air, and in this case the percentage of error was really very small compared with the colossal storm of bombs that fell upon the enemy.

The Air Corps has been wonderful throughout this invasion, and the men on the ground appreciate it.

TARGET: MUNICH, GERMANY JULY 31, 1944 HOURS IN FLIGHT: 9.0 SORTIE # XIII.

POSITION: 94th COMBAT WING LEADER; MAINLY A PFF MISSION. MICKEY GUIDED THE FORMATION INTO AND OUT OF THE ENEMY COAST, AND AROUND FLAK AREAS. SHORTLY AFTER PASSING THE ENEMY COAST IN, I CALLED THE AIR COMMANDER, MAJOR GARLAND, AND NOTIFIED HIM THAT MY EQUIPMENT WAS NOT WORKING TOO WELL. I HAD MORE TROUBLE WITH THAT SET THAN WITH ANY OTHER ONE I HAVE FLOWN WITH. WHEN WE GOT TO THE TARGET AREA, BOMBING WAS PFF AND BOMBSIGHT COORDINATION. HALF-WAY DOWN THE BOMB RUN THE TARGET AREA FADED OUT. IT CAME BACK IN TIME FOR ME TO KILL THE COURSE, BUT IT CAME IN AND OUT WHEN IT CAME TIME FOR ME TO CALL OFF THE SYNCHRONIZATION POINTS. AS I LOOK IT OVER NOW, I MUST HAVE GIVEN THE BOMBARDIER THE WRONG TIME TO CLUTCH IN -- AND WE HIT FROM 2 TO 3 MILES OVER THE MPI. THE RUN WAS A VERY GOOD ONE SO FAR AS COURSE IS CONCERNED, BUT THE RATE WAS OFF... ACCOUNTING FOR THE OVERSHOOTING. ALL IN ALL, IT WAS PROBABLY MY FAULT THAT WE MISSED THE TARGET. PERHAPS I COULD HAVE DONE BETTER WITH THE SET HAD I SWITCHED FROM AFC TO MANUAL TUNING... AT LEAST I COULD HAVE DONE NO WORSE. I MUST NEVER AGAIN MAKE THAT MISTAKE. MAJOR GARLAND IS A FINE MAN AND A VERY CAPABLE AIR COMMANDER. IT WAS MY 6th MISSION WITH HIM, AND I'M SORRY I DIDN'T GET BETTER BOMBING RESULTS FOR HIM. AS FAR AS THE REST OF THE MISSION WAS CONCERNED, (THE NAVIGATION PART) IT WAS EXCELLENT. FELLOWS CALLED UP AND WISHED TO THANK THE LEADER FOR THE EXCELLENT JOB DONE. GRUMAN HAS A GOOD CREW AND WE GET ALONG FINE TOGETHER. TOO BAD THE SET WASN'T WORKING WELL, OR WE WOULD HAVE REALLY DONE A JOB. THAT WAS THE FIRST TIME FOR ME THAT I MISSED A TARGET, AND I HOPE IT'S THE LAST. COL. BROOKS CALLED ME FOR AN INTERVIEW AND I TOLD HIM THAT I THOUGHT HE COULD BLAME ME FOR THE POOR RESULTS OF THE BOMBING. HELL, THERE'S NO SENSE IN BEATING AROUND THE BUSH.

ON THE WAY BACK I DIDN'T HAVE ANY RETURN IN MY SCOPE FOR ABOUT 20 MINUTES. HOWEVER, CRISSET AND I LED THE FORMATION ALL THE WAY BACK. O.K. WE DIDN'T COME CLOSE TO A SINGLE BURST OF FLAK ALL THROUGH THE MISSION. SOME WINGS FLYING TO OUR LEFT REALLY GOT HIT BY FLAK. WE SAW THEM GO OVER ONE FLAK AREA AFTER ANOTHER. ALL IN ALL, IT WAS A GOOD NAVIGATION JOB, AND EVERYONE WAS MORE THAN SATISFIED IN THAT RESPECT. WE HIT THE SOUTH-EASTERN PART OF THE CITY OF MUNICH AND PERHAPS CAUSED A LOT OF DAMAGE IN THAT AREA.

MUNICH GETS IT AGAIN IN DAYLIGHT

TARGETS in the Munich area were yesterday battered for the sixth time in a month by United States heavy bombers.

The force that attacked these and objectives in Central Germany, as well as airfields in France, consisted of more than 1,200 Flying Fortresses and Liberators.

They were escorted by between 750 and 1,000 fighters.

Some of the bombing was visual, but most of it was done through cloud by instruments.

Oil installations at Bucarest and Ploesti were bombed by between 250 and 500 Italy-based heavy bombers.

First reports said none of the bombers met enemy planes, but escorting Mustangs destroyed several over Bucarest.

Nazis Struck Another Twin Blow by Planes

Bombers from U.K., Italy
Hit Reich, Ploesti
And Bucharest

Bulletin

The Germans are using new rocket-propelled fighter planes, it was officially disclosed by USSTAF last night. Small numbers of the rocket craft have been encountered by Eighth Air Force fighters which escorted heavy bombers on recent raids over Germany.

American heavy bombers yesterday struck from Britain and Italy in another co-ordinated assault on points deep in Europe to round out the heaviest month of attacks against enemy industrial targets in USSTAF history.

From Britain alone more than 1,200 Fortresses and Liberators and nearly 1,000 escorting fighters were dispatched to raid the Munich area and other points in central Germany, as well as airfields in France.

In a simultaneous assault from the south, nearly 500 escorted heavies of the 15th Air Force battered oil installations at Ploesti and Bucharest.

There was no immediate announcement of USSTAF losses.

Flying in close support of ground troops in France, meanwhile, more than 220 Marauders and Havocs pounded rail targets to block the transport of German troops from the Paris area to the front.

More than 100 enemy craft were sighted during the day over and near the American sector in Normandy. Although the Luftwaffe exhibited little desire to seek combat, Ninth Thunderbolts in two encounters shot down 14 Germans. Two B-17s were lost.

1,200 'HEAVIES' ADD TO CHAOS IN MUNICH

From VICTOR LEWIS,

'Daily Sketch' Air Correspondent

MUNICH, bombed five times last month from Britain and Italy, and described as "scarcely recognisable," was attacked again yesterday by part of one of the greatest daylight forces ever to leave this country.

More than 1,200 Fortresses and Liberators, with an escort probably 750 strong, flew across Europe to the home of Nazism, other targets in central Germany (Berlin says Augsburg was attacked) and airfields in France.

From Italy between 250 and 500 bombers struck at oil installations at Bucharest and Ploesti.

Even before this latest raid on Munich, No. 1 Target for American bombers since the new Battle of Germany started three weeks ago, bombed-out people were said to be still roaming about looking for shelter.

The Germans appear to have abandoned any attempt to hide the damage. Gauleiter Geisler, after the first three raids, called a mass meeting of citizens, to whom he handed hundreds of decorations, and then conscripted them to clear the debris.

Sirens Fail: A.A. Warning

Newspapers admitted that nearly all the city's bakeries were unable to produce bread, which was being brought in by lorry from other districts.

Official announcements gave a long list of train routes suspended, and all restaurants were ordered to stay open to serve drinks and cold meals such as bread and sausages.

People were warned that if the sirens failed to work they would be warned of the next raid by anti-aircraft guns.

Five days ago the Munich edition of the *Voelkischer Beobachter* published on its back page an obituary for 674 people—being the names so far reported dead from among the losses sustained by the population.

GENSHAGEN,

TARGET: ~~BERLIN~~ GERMANY AUGUST 6, 1944

HOURS IN FLIGHT: 9:10. SCOTIE # XV.

POSITION: 94th COMBAT WING DEPUTY LEADER: STRICTLY VISUAL MISSION -- BEAUTIFUL WEATHER. TOOK MICKY PHOTOS OF THE WHOLE MISSION, AND THEY SHOULD COME OUT PRETTY GOOD. ALSO KEPT CREW INFORMED OF OUR POSITION AT ALL TIMES. I WENT ALONG FOR THE RIDE THIS TIME... PATHFINDER WASN'T REALLY NEEDED TODAY. THIS ONE REMINDS ME OF THE MISSIONS IN MAY... PLENTY OF FLACK AND FIGHTERS. GERMANY WAS BURNING ALL OVER. ANOTHER FEW DAYS LIKE THIS AND SHE WILL HAVE HAD IT. WE JUST PLASTERED THE HELL OUT OF ONE OF THE LARGEST AERO-ENGINE PLANTS IN GERMANY. THE TARGET AT BERLIN WAS ENVELOPED IN GIANTIC FLAMES. MAGDEBURG, LEIPZIG, FLENSBURG, HAMBURG, ETC... IT LOOKED LIKE ALL OF GERMANY WAS ABLAZE!! THAT BOMBING RUN IN VISUAL WEATHER IS MURDER. IT WAS THE CLOSEST WE'VE YET COME TO MID-AIR COLLISION YET. WE ALMOST GOT BOMBED BY A COMBAT WING FLYING RIGHT OVER US ON THEIR BOMB RUN. MURDER!!! WE LOST 29 BOMBERS AND 9 FIGHTERS. WE HAD SOME REAL CLOSE ONES, AND I SURE DID GET SCARED FOR AWHILE. GOT HOME O.K... NO DAMAGE AT ALL... BUT PLENTY SCARED.

Berlin Bombed By U.S. Heavies

Allied bombs now can do 50 per cent more damage—without the addition of a single plane or pilot—through use of a new explosive called RDX, it was announced yesterday as American heavy bombers raided Berlin and targets in the Hamburg and Kiel regions of Germany.

Now in use in Europe, RDX is much more powerful than TNT and detonates with such tremendous force that the fragments produced can cut through reinforced concrete fortifications and the blast effect can be almost as fatal to enemy troops as the bomb fragments, Col. I. A. Inke, of the Ordnance Department, announced in Washington.

Declaring that the new explosive gives the Allied air forces the destructive power of an air force 50 per cent larger, Inke said that RDX's tremendous blast effect makes a smaller bomb do as much

damage as a much larger one filled with another type of explosive.

After Saturday's attacks—one of the best days for precision bombing—in which Eighth Air Force raiders severely battered ten major priority targets in Germany and scored damaging hits on two others, more than 1,000 British-based Fortresses and Liberators yesterday pounded manufacturing plants, oil refineries and port installations in the Reich as well as robot installations in the Pas de Calais.

Fighters escorting the heavies to Germany met strong Luftwaffe opposition and 33 interceptors were shot down.

Objectives hit by the Eighth heavies yesterday included a Diesel motor plant at Berlin, an aircraft engine plant at Genshagen, an armament works and bomber assembly plant at Brandenburg and an aircraft engine plant at Marienfelde, all in the Berlin area, four oil refineries at Hamburg, the Salzwedel airbase near Marienburg and the port of Kiel.

There was no immediate announcement of American losses.

From Italy, meanwhile, 15th Air Force B-24s and B-26s struck rail communications and oil-storage areas in the Rhone valley and submarine pens at Toulon.

Marauders, which were out after dark Saturday in assaults on seven French rail bridges and a nest of camouflaged flak barges in St. Malo harbor, yesterday fired on French fuel dumps. All of the escorted Ninth Air Force bombers returned. In Friday's flight from Italy to assist by Lightnings and Mustangs, 24 Nazi aircraft were destroyed, it was announced yesterday. Six of the U.S. warplanes were lost in the assault on the coastal airbase in Rumania.

Thirteen of a force of more than 1,100 Eighth Air Force heavies were lost Saturday as the USSTAF struck a damaging blow to German tank, fighter plane, fly-bomb, aero-engine and oil production. Twenty-nine interceptors were shot down and four Nazi craft destroyed on the ground for the loss of six of a force more than 500 escorting

Luftwaffe UP!

Altogether more than 2,000 Allied heavy bombers from Britain and from Italy, struck deep into the heart of Hitler's crumbling European Fortress. Berlin was one of the target areas.

Berlin Targets

More than 1,000 Flying Fortresses and Liberators attacked manufacturing plants, oil refineries, an aerodrome and port installations in the Berlin, Hamburg and Kiel regions.

American bombers also attacked the flying bomb installations in the Pas de Calais.

The other objectives, which were bombed visually, included a Diesel motor plant at Berlin, an aircraft engine plant at Genshagen, an armament works, and a bomber assembly plant at Brandenburg.

OIL—IN DAYLIGHT.—The chief activity of the U.S. heavies yesterday was to attack the enemy's strategic oil reserves in France and refineries in Germany.

Seven oil stores were attacked in France. At Douges alone tanks with a capacity of 125,000 gallons were destroyed.

Turn to Back Page, Col. 2

Besides attacking a number of targets in the Berlin area, the heavies hit the Rhenania-Oesag, Schielmar, Deutsche, Ebane and Rhenania oil refineries at Hamburg; the Salzwedel aerodrome near Magdeburg; an oil refinery near Kiel and port installations of Kiel.

BERLIN HIT BY 1,000 HEAVIES

MORE than 1,000 U.S. Fortresses and Liberators fanned out over Germany yesterday in a climax to the biggest week's operations by the U.S. heavy bombers in this country.

Covered by up to 750 Lightnings, Mustangs and Thunderbolts, they hit targets in Berlin, Hamburg and Kiel, and also bombed flying-bomb bases in France.

Twenty-four bombers and nine fighters are missing. U.S. fighters destroyed 33 enemy planes.

It was the third consecutive day on which more than 1,000 Flying Fortresses and Liberators had been dispatched.

The mid-day raid on Berlin was their 13th daylight attack on the city.

Targets included the Diesel motor plant in Berlin itself, aircraft plants at Genshagen, Brandenburg and Marienfelde, and an armament factory at Brandenburg, all in the Berlin area.

Follow-up raids

Blows delivered against Germany's oil refineries at Rhenania-Oesag, Schielmar, Deutsche, Ebane and Rhenania, at Hamburg, followed the R.A.F.'s decisive attacks on seven of the enemy's strategic oil reserves in France.

The afternoon attacks on flying-bomb installations in the Forest de Nieppe, the Pas de Calais, and at l'Isle Adam, 15 miles north of Paris, which met determined enemy fighter resistance, also followed an earlier attack during the week-end by R.A.F. heavies.

It is now known that in R.A.F. Bomber Command's three daylight attacks of August 2, 3 and 4, and an earlier attack by the U.S. 8th Air Force, 55 storage units were destroyed and 43 partly demolished.

Jet-fighters met

The pilots who went to Berlin reported a terrific flak barrage, jet-fighters and rockets. Over Hamburg there were no enemy aircraft, but the Germans laid a smoke-screen.

According to the German News Agency, American bombers also attacked objectives in "the Baltic regions."

Besides the heavy bomber attacks, Marauders attacked fuel dumps and railway bridges in France without loss.

Fighter-bombers also did considerable damage to German rolling stock behind the German lines and gave direct support to

HEADQUARTERS
1ST BOMBARDMENT DIVISION
APO 557

(C/H-G/A/1)

300.3

9 August 1944.

SUBJECT: Presidential Citation, 1st Bombardment Division.

TO : All Combat Bombardment Wing and Station Commanders,
1st Bombardment Division, APO 557, U.S. Army.

1. The 1st Bombardment Division has received a Presidential Citation for extraordinary heroism, determination, and esprit de corps, in bombing the heavily defended German aircraft factories at Oschersleben Germany, on 11 January 1944. Extract of General Order No. 50, War Department, 17 June 1944, authorizing the citation is attached.

2. The attention of all personnel is directed to War Department regulations governing the award of a Presidential Citation which are quoted in part as follows:

"To justify citation, it must be clearly established that the unit distinguished itself in battle by extraordinary heroism, exhibited such gallantry, determination, and esprit de corps in overcoming unusually difficult and hazardous conditions as to set it apart and above units participating in the same engagement. As a unit, it must have distinguished itself by conspicuous battle action of a character that would merit the award to an individual of the Distinguished Service Cross. The performance of duty in carrying out an assigned mission under the ordinary hazards of battle does not of itself justify such an award."

3. Necessary steps will be taken by unit commanders to insure that all personnel understand the importance of this award, the degree of service required and are familiar with the action which merited the award to this Division.

4. A Distinguished Unit Badge identifying this citation will be issued to all individuals who are assigned or attached as members of the 1st Bombardment Division, to become a part of the uniform as follows:

a. Individuals who were assigned or attached to this command on the 11 January 1944, are entitled to wear the Distinguished Unit Badge as a permanent part of the uniform.

b. Individuals who have been subsequently assigned or attached are entitled to wear the Distinguished Unit Badge only so long as they remain with this command.

c. The badge consists of a blue ribbon $1 \frac{3}{8}$ inches in width and $\frac{3}{8}$ inch in length, set in a gold colored metal frame of laurel leaves, approximately $\frac{1}{16}$ inch in width. It will be worn on the right breast centered over the pocket.

d. This decoration will be worn with the class "A" uniform at all times.

e. Authority to wear the Distinguished Unit Badge permanently will be noted in service records (W.D., A.G.O. Form No. 24) of enlisted men and on Officers' and Warrant Officers' Qualification Cards (W.D., A.G.O. Form No. 66-1) and on Army Air Forces Officers' Qualification Records (W.D., A.G.O. Form No. 66-2).

5. Individuals who are authorized to wear this badge permanently and who are no longer with the unit will be reported through channels to this Headquarters. Reports will be rendered on the form prescribed by Memorandum N. 35-8, Headquarters Eighth Air Force, 11 April 1944. Separate reports will be submitted on transferred, missing in action and killed in action personnel. The unit to which the individual was transferred will be shown together with authority for transfer in the case of transferred personnel.

6. A supply of these decorations will be distributed to units of this command in the near future.

By command of Major General WILLIAMS:

Roberts P. Johnson, Jr.
ROBERTS P. JOHNSON, JR.,
Lt Colonel, A.G.D.,
Adjutant General.

GENERAL ORDERS)
NO. 50)

WAR DEPARTMENT,
Washington 25, D.C. 17 June 1944.

* * * * *
BATTLE HONORS- Citations of Units - - - - - Sec. XI
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XI. BATTLE HONORS.--1. As authorized by Executive Order No. 9396, (Sec. I, Bull. 22, WD, 1943), superseding Executive Order No. 9075 (Sec III, Bull. 11, WD, 1942), citation of the following unit by the Commanding General, Eighth Air Force, in General Orders, No. 355, 11 May 1944, under the provisions of section IV, Circular No. 333, War Department, 1943, in the name of the President of the United States as public evidence of deserved honor and distinction, is confirmed. The citation reads as follows:

The 1st Bombardment Division (H), is cited for extraordinary heroism, determination, and esprit de corps in action against the enemy on 11 January 1944. On this occasion the 1st Bombardment Division led the entire Eighth Air Force penetration into central Germany to attack vital aircraft factories. After assembly was accomplished and the formation was proceeding toward Germany, adverse weather conditions were encountered which prevented effective fighter cover from reaching the 1st Bombardment Division. Taking full advantage of the relative vulnerability of the lead division, the enemy concentrated powerful forces against it. The scale of the enemy attack is graphically indicated by the fact that 400 encounters with enemy aircraft were recorded by units of the 1st Bombardment Division. The gunners met these continuous attacks with accurate fire, and the division continued toward the targets as briefed where bombs were dropped with excellent results. On the return trip the enemy continued to concentrate his efforts on the 1st Bombardment Division. Figures of enemy aircraft claimed by our gunners indicate that the heroism of this division inflicted heavy losses on the enemy in the air as well as on the ground. Two hundred and ten enemy aircraft, the largest number ever claimed by any division of the Eighth Air Force for any one mission, were confirmed as destroyed, 43 probably destroyed and 84 damaged. The division lost 42 heavy bombers and many of those which returned were heavily damaged. Four hundred and thirty officers and enlisted men failed to return, 2 were killed, and 32 others wounded. The extraordinary heroism and tenacious fighting spirit demonstrated by the 1st Bombardment Division in accomplishing its assigned task under exceptionally difficult conditions reflect highest credit on this organization, the Army Air Forces, and the armed forces of the United States.

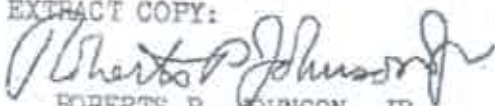
* * * * *
By order of the Secretary of War:

G. C. MARSHALL
Chief of Staff

OFFICIAL:

J. A. ULIO,
Major General,
The Adjutant General.

A TRUE EXTRACT COPY:


ROBERTS P. JOHNSON, JR.
Lieut. Colonel, AGD.

Incl-1:

TARGET: ELBEUR, FRANCE AUGUST 19, 1944 HOURS IN FLIGHT: 5:16 SORTIE # XVI.

POSITION: 94th COMBAT WING LEADER: IT WAS VISUAL ALL THE WAY, AND I DOUBTED IF PFF COULD HAVE BEEN OF ANY VALUE EVEN BEFORE WE TOOK OFF. BUT, AS IT LATER DEVELOPED, PFF CAME IN MIGHTY HANDY. WE TURNED TOO EARLY ON THE I.P., AND MICKEY LET NAVIGATOR KNOW IT. WE ALSO WERE NORTH OF COURSE FROM THE IP ON INTO THE TARGET, WHICH MICKEY ALSO LET NAVIGATOR KNOW. TOLD THE BOMBARDIER CLOCK POSITION AND APPROXIMATE DISTANCE TO THE TARGET ** AND HE LOOKED THERE AND SIGHTED IT. WE WERE ABOUT 20 DEGREES OFF COURSE THEN. WHO KNOWS, IF PFF HADN'T BEEN ALONG WE MIGHT NOT HAVE SIGHTED THE TARGET UNTIL IT WAS TOO LATE FOR THE RUN. AT ANY RATE NOTHING WAS LOST AND IT WAS SOME HELP TO TAKE PFF. THEY SHOULD TAKE AT LEAST ONE PFF SHIP ALONG ON EVERY MISSION!!

WE WERE ASSIGNED TO BLOW UP ROAD CROSSINGS AND BRIDGES, IN ORDER TO HAMPER THE EXPECTED RETREAT OF THE GERMAN ARMY TOWARDS THE SEINE RIVER. FLAK WAS MODERATE OVER THE FRONT LINE AREA, BUT VERY ACCURATE. OUR CREW SAW 5 PLANES GO DOWN IN FRONT OF US. WE GOT TWO GIANTIC HOLES IN OUR SHIP, BUT OTHERWISE O.K. CREW OBSERVED A TERRIFIC AMOUNT OF TRAFFIC ON THE ROADS BELOW -- TRAFFIC ALL MOVING BACK TOWARD THE SEINE. LOOKS LIKE THE GERMANS ARE REALLY ON THE RUN. GARLAND AIR COMMANDER. NUMBER 8 WITH HIM.

Big Nazi Retreat

Planes Batter

Closing Trap Forces Desperate Daylight Flight by Von Kluge

By Doon Campbell

Revue War Correspondent

ON THE BRITISH FRONT, Aug. 13—An embattled and broken German army fleeing eastward toward the narrowing Falaise gap in headlong retreat, today was being savagely attacked from the air.

More than 100,000 men and several hundred tanks were competing in a chaotic scramble to get through the exit which massive Allied jaws threatened to close.

(The American southern pincer, a column driving north from Le Mans, pushed several miles north of Alencon, according to a German broadcast, indicating that the German escape gap between the Americans and Falaise had been closed to 30 miles or less.)

(Sensational reports that Gen. Eisenhower had ordered "complete operational silence" about the progress of the American advance were published by some London Sunday newspapers, but there were no wire-service dispatches from the Supreme Commander's headquarters to bear them out. The reports apparently were built up from a cautionary note issued by SHAEF that no speculation should be made about the capture of specific towns until they had been officially announced. The SHAEF communique itself told of contact made by Allied forces "converging between the Rivers Orne and Laize" and of specific progress in various other sectors.)

An Embrace of Death

Von Kluge was being hugged on all sides of his 30-mile bulge to the Vire area. It was an embrace of death.

He took the vital decision early yesterday. At 2 PM the retreat began.

Today—all day—every aircraft that could fly was in the air, cascading its bombs and havoc on enemy columns jamming the roads on the way to the east.

Hundreds of bombers flying high and glistering in the brilliant sun roared overhead toward this heaven-sent target. It was a race against disaster before the ring snapped shut.

Behind the retreat—or rather, trying pathetically to protect the mass withdrawal—the Germans left screens of artillery and panzer troops as a sort of super-rearguard force.

(Allied troops in the center of the front—fulcrum on which the British-Canadian northern pincer and American southern pincer were turning to narrow the German escape gap—meanwhile smashed and ground.)

American tanks and infantry, at the first signs of a German withdrawal in the cen-

(Continued from page 1)
tral Vire area, sprang forward in a general attack on a ten-mile front running south of Vire beyond Mortain. They recaptured Mortain and seized Sourval, about midway on the road between Vire and Mortain.

Three British armored prongs stabbed forward on a 20-mile front running from near Vire northeast to within five miles of Tinry-Harcourt.

The British-Canadian northern pincer near Falaise was doubled when a Canadian tank and infantry force—breaking out from Bretteville-sur-Laize, 12 miles northwest of Falaise—linked up with British troops between the Orne and Laize rivers. These forces were advancing together last night on Falaise.

Position Lung Critical

The position of the strong and concentrated formations of enemy armor caught in the loop which stretches to Vire has been critical ever since the last large-scale counter-attack aimed at driving the Allies back to the Atlantic was smashed and cut to pieces.

Von Kluge could either try and master his disorganized units to try and make another costly and extravagant bid to retrieve the situation, or retreat. He seems to have taken a suicidal decision to get out by daylight, exposing his troop-choked traffic to the devastating violence of eager Allied bomber and fighter-bomber pilots.

The withdrawal began in daylight, went on throughout the night, and continued right up to this afternoon.

Confusion has been heaped on chaos by a two-way movement on the hopelessly congested roads. While his army was withdrawing today, the German commander was trying to feed replacements and supplies to the force staying behind.

The question now is: Where does Von Kluge intend to form up the remains of his army he can squeeze through the Falaise gap? There is no natural line before the Seine.

A staff officer told me this afternoon: "It's a big, fighting withdrawal. The army is swinging eastward and there is no telling where it will stop. Or what terrible price it will have to pay."

"It will be slaughtered all the way to the narrow exit of the Falaise gap."

Another officer declared: "The revolutionary German strategy within the last 24 hours may soon produce results of dimensions which the Russians will under-

Aircraft Leave Trail of Havoc In Enemy Lines

Railways, Roads Ravaged In Record Sweeps Over France by U.S. Craft

Pressing their offensive to isolate Germany's battered armies, American warplanes yesterday, in the heaviest 24 hours of assaults on enemy communications since D-Day, turned Nazi mobile equipment into masses of burning steel and laid waste mile after miles of roads, bridges, tunnels and Wehrmacht ground installations.

More than 1,250 U.S. heavies battered main and secondary highways on both sides of the Seine from Paris northwest to the mouth of the river and hit a rail bridge over the Seine and enemy front-line gun positions. Fighters and fighter-bombers, attacking after the most successful day in the history of Eighth Fighter Command, flew at almost ground level over France to pound everything German.

Marauders and Havocs, meanwhile, providing full-scale support for the pincer threatening the Germans between Caen and Alençon, made a series of coordinated attacks on highways and road junctions in an area extending from Lisieux southeast to Rugles.

Operated in relays, reports up to 4 P.M. revealed that the results, which dive-bombed and strafed in relays, had destroyed or damaged 1,067 railway cars, 51 oil cars, 42 ammunition cars, 220 locomotives, 182 trucks, and 65 other military vehicles.

On Saturday, in the most severe blow ever struck against the enemy by fighters, the Eighth craft destroyed or damaged more than 3,000 railroad cars, including 112 ammunition cars, which exploded; 362 tank cars carrying oil and gasoline; 265 locomotives; 464 trucks; and 15 other military vehicles.

Joining in the fray, Ninth P47 and P38 fighter-bombers were active yesterday after the previous day's Ninth raids on French rail targets, gun positions and enemy transport in France.

One formation of P47s Saturday hit rail lines and rolling stock in the Paris area. Gun positions at Domfront and Mortain were bombed by Lightnings and Thunderbolts, which also pounded a road junction at Mortain. In the Le Mans area tanks and motor transport were struck. Four fighter-bombers were lost.

12 Bombers Missing
Twelve B17s and B24s were lost yesterday in the huge attack on highways, heavy gun positions at St. Malo, medium gun positions at Ile-de-Cezemere, near St. Malo, and the Le Mans rail bridge across the Seine southwest of Rouen. There was no Luftwaffe opposition as the P51-escorted heavies attacked. All of the escorting planes returned.

None of the Ninth bombers were lost as 18 waves of from 15 to 18 planes each hit the German escape roads leading into Lisieux, Berray and Rugles.

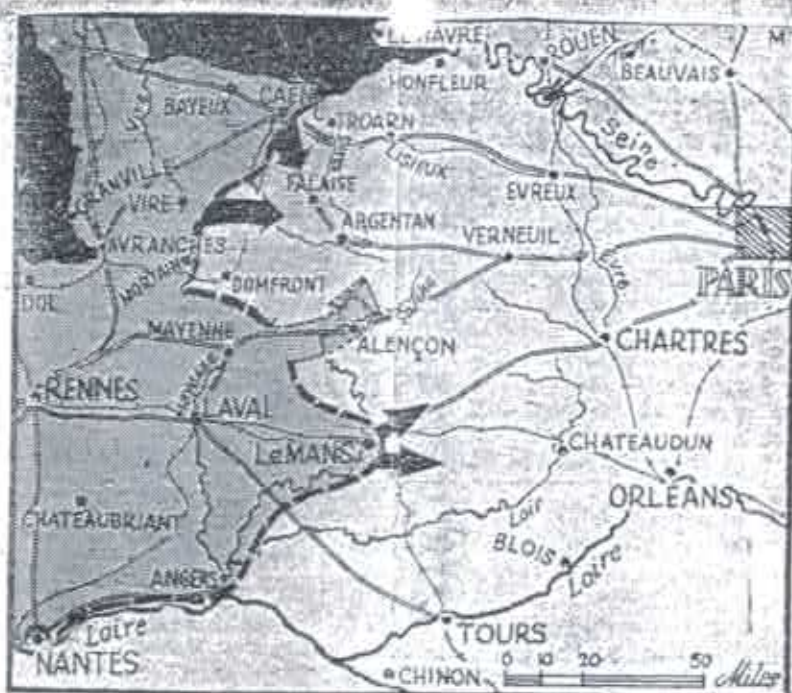
Eighth P47s, P38s and P51s were out.

before dawn yesterday and the procession across the Channel continued throughout the day. By 4 P.M. eight fighters had been lost.

Pilots reported enemy traffic, both rail and road, almost non-existent in certain areas, after their attacks. Others had difficulty finding targets which were not already shattered. Some pilots reported that the Germans were using horse-drawn vehicles in their effort to keep supplies moving.

In their drive to disrupt enemy communications, the fighters saturated the same area raided by the heavies and then went farther south around Chartres, Orleans and Chateaufort.

On Saturday, for the sixth straight day, Eighth fighters and fighter-bombers strafed and bombed railroad yards, trains, trucks and other ground targets to prevent supplies and reinforcements from reaching the Germans opposing the Allied armies in France.



Air Fleets Hit Everything In Sight

THE Allied air forces are "turning the heat" on von Kluge's Army as it tries to escape—for the Germans are taking the risk of moving by day.

Since Saturday evening, when the first sign of a pull-out was observed, the pounding of the enemy transport on road, rail and river has not ceased.

In the trap area rocket-firing Typhoons yesterday pounced near Falaise on roads choked with enemy transport.

"I saw tractors pulling heavy guns, tanks, long columns of buses and troop transports," said one Typhoon squadron leader. "We attacked everything."

'Everything On Fire'

"A number of vehicles blew up. Some were carrying petrol, as smoke rose 4,000 feet."

"We strafed and pranged the roads. Everything seemed to be on fire. Gee! It was weird."

Pilots over the area later reported it covered with smoke and flames, with hundreds of aircraft shooting up everything in sight.

U.S. Thunderbolts were joining in the "party" with their bombs.

There was no Luftwaffe opposition. That had come on Saturday evening when about 60 enemy fighters—one of the largest groups yet in action against us in Normandy—tried to halt the beginning of our attack.

The R.A.F. shot four of them down, damaged two more.

A solid curtain of bombs was laid yesterday further back on all escape

roads leading east to the Seine and Paris from the flaming cauldron between Caen and Alençon.

Wave upon wave of U.S. Marauders and Havocs, with R.A.F. Spitfire escort, blasted the highways with H.E. and fragmentation bombs to create impassable road blocks.

Bridges Blasted

Behind that curtain of bombs more than 1,250 U.S. Eighth Air Force Fortresses and Liberators were blasting roads, railways and bridges on each side of the Seine from its mouth to Paris.

Hundreds of fighters and fighter-bombers of the same U.S. command saturated the same area and went further south around Chartres, Orleans and Chateaufort.

The U.S. planes had their second field-day running.

Up till noon they destroyed more than 300 locomotives, 828 railway wagons, 257 motor trucks and 51 oil cars—the final totals will be greater.

These figures must be added to their Saturday totals, when they destroyed 365 locomotives, 3,009 railway wagons and 484 motor trucks—their most successful day yet.

Spitfires of A.D.O.B. joined in the attack, hitting barges on the Cluse near Compiègne and a motor ship heading for Paris.

Trains in a wood-screened siding near Boissons were raked with cannon fire, and two, carrying flat-bottomed boats, were badly damaged.

Cost of the record assault was 15 fighters. Sixteen craft were shot down and 13 were destroyed on the ground.

A score of railroad yards were bombed or strafed. Switch engines, roundhouses, rail stations, rail tunnels, rail tracks and bridges felt the blows. The fighters destroyed or damaged 63 barges, hit several canal locks, more than 30 buildings, including factories, and also knocked out a score of flak cars and 16 flak towers.

As the fighters ranged France Saturday, German airdromes in northern France, rail yards at Metz, in northeastern France, and another enemy airdrome at Toulouse, in southeastern France were attacked by heavy bombers of the Eighth Air Force in a double-pronged assault from Italy and Britain.

While B17s and B24s were flying from Britain against targets in northern France, other Fortresses completed another three-way mission and bombed an airfield at Francatal, five miles southwest of Toulouse, on their way back to England from Italy. Completion of the mission marked a trip of several thousand miles on which only one of the Forts, which is believed to have landed at a friendly field, has not been reported.

They were escorted by P51s, all of which returned. The mission was led by Brig. Gen. August W. Kissner, of Washington, chief of staff of the Third Bombardment Division.

HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
Office of the Commanding General

APO 635, US Army,
19 August 1944.

322.

SUBJECT: Air Power.

TO : See Distribution.

The following extract of an editorial from the Washington Evening Star, 9 August 1944, is to be posted on all Squadron bulletin boards for a few days.

"The great converging drives of allied armies in Italy, Russia and France have so changed the perspectives of the war that what is happening in the air seems like a minor offstage noise, attracting little attention as the tanks roll forward and the artillery roars. Yet our bombers and fighters are perhaps even more active today than they were six months ago when they were receiving the biggest front page headlines. They are still carrying out gigantic assaults on the enemy's key centers, and in addition they are lending decisive support to our advancing ground forces.

"Within the past few days, for instance, from one end of Europe to the other, they have been on strategical and tactical missions of the most important sorts. They have struck with deadly power against the Nazi counterattack east of Avranches. They have thundered from British and Mediterranean bases against vital targets in the French interior, against synthetic oil plants deep in Germany, against airfields and other installations in the Balkans, and against a German aircraft plant as far away as Kalmol, 10 miles northwest of the Polish port of Gdynia, flying on from there to land in Russia.

"Night and day, by the hundreds, by the thousands, they are continuing to smash with remorseless effectiveness at the remotest corners of Hitler's roofless "fortress".

"If stories of their operations no longer win a leading place in the newspapers or over the radio, it is not because our allied air forces are doing less; it is because the character of the war itself has undergone a drastic change making land events loom larger than anything else in the grand proportions of the overall battle. Infantry tanks and artillery take the top headlines at the moment, but the while contributing in very large measure to the gains on the ground our bombers and fighters are hammering away steadily with undiminished fury. In our preoccupation with news about the clashing arms we may tend to lose sight of this but Hitler does not. As ever, our air power is perhaps his worst worry--the anemesis that has made certain his doom. Without it our position in Europe would not be nearly so bright as it is now."

By command of Lieutenant General SPAATZ:

E. B. Gordon
E. B. GORDON,
Colonel, AGO,
Asst. Adj. Gen.

DISTRIBUTION: B

3210

TARGET: BERLIN, GERMANY

AUGUST 27, 1944

HOURS IN FLIGHT: 8.0 SORTIE # XVII.

POSITION: 94th COMBAT WING DEPUTY LEADER: We started out to hit Berlin again, but we never did get that far. Take off was delayed 30 minutes -- it looked like it was a dry run from the beginning. About 30 miles from Helligoland we started to Ess all over the place. From that point on we never were on course again. We went all over the Danish peninsula, got flak in a couple of places, and then abandoned the mission and returned home. The weather was bad all over -- that was the big reason for the mess. The whole Division got recalled. We wound up about 100 miles north of course, before we finally headed for home. We were really very lucky to have gotten credit for that mission. This was the last mission for Lincoln's crew. Too bad, they were O.K.

TARGET: LUDWIGSHAVEN, GERMANY SEPT. 3, 1944 HOURS IN FLIGHT: _____ SORTIE # XVIII.

POSITION: 94th CB&BAT WING DEPUTY LEADER: 1st BOMB. DIVISION DEPUTY LEADER:

Strictly a milk run as far as I was concerned. Bombing by PFF. Stanley Fine lead mickey-- he sure had a close one on Flak. Think he did a swell job on the bombing run. Turned set off before the I.P. -- interfering with the lead set -- so I couldn't follow through on bomb run. The mickey equipment doesn't seem to be in as good shape as it was back in June. I think they use the ships too much, besides for operational use. Got three flak holes, but no serious damage. First mission with Mercer's crew. They're O.K. Bombardier very good on pilotage. He's a great help to the navigator (DR). Losses are always much less when flying over socked in territory! We only lost one ship. Had it been visual, we probably would have lost a heck of a lot.

Bombers Again Pound Brest: Heavies Attack West Germany

Approximately 150 Ninth Air Force Marauders and Havocs yesterday continued the assault on Brest harbor, dropping more than 200 tons of bombs on the fortresses guarding the Atlantic port in an attempt to force the surrender of the fanatical Nazi garrison that has held out for more than four weeks.

Meanwhile, Eighth Air Force Fortresses went out in medium strength, escorted by Mustangs, and attacked targets in the Ludwigshafen sector of western Germany. The P-51 pilots shot down seven enemy fighters over Ahrwerp on their way home. One bomber and a fighter are missing. The heavies encountered clouds.

The medium bombers struck in nine waves at ten-minute intervals in the morning, blasting gun emplacements, ammunition and fuel dumps, a rebuilt fort, bridges and strongpoints. Other medium and light bombers went back later in the day for a second assault. None of the bombers was lost.

In response to Lt. Gen. Omar Bradley's request for aerial aid in freeing the harbor, Gen. Eisenhower has ordered a constant bombing until Brest surrenders.

"Surrender" leaflets also were dropped among German forces along the French and Belgian coasts.

Allied heavy bombers from Italy dropped hundreds of tons of bombs on Balkan targets yesterday, attacking railway centers in Yugoslavia and Hungary on German retreat routes.

The 15th Air Force reported that fighters ranged the country, strafing roads and airdromes, and destroyed a number of enemy aircraft on the ground. Not a single enemy plane was seen in the air.

Corsica-based Thunderbolts swept
(Continued on page 2)

Air - - - - -
(Continued from page 1)

northern Italy and along the Italo-French frontier, destroying six locomotives, 200 rail cars and smashing bridges south of Turin and southeast of Genoa on the coast.

In August, USSTAF bombers and fighters flew more than 60,000 sorties and dropped more than 75,000 tons of bombs on targets ranging from the Baltic to the Mediterranean and from western France and Germany to the Balkans.

The heavies operated every day of the month, flying more than 14,000 sorties and destroying 164 enemy aircraft.

In more than 25,000 sorties, Eighth Air Force fighters bagged 408 Nazi craft, as well as disorganizing and cutting off the enemy retreat through Normandy and over the Seine, disabling 2,225 locomotives and damaging or destroying 14,750 railroad cars. Fighters and fighter-bombers also destroyed 1,770 trucks and other vehicles and damaged 1,280 more. In addition, 82 tanks, 270 canal barges, 84 ammunition cars and 767 oil cars were destroyed.

The largest force of heavy bombers ever sent out on joint operations from England and Italy was dispatched Aug. 24 when 1,900 Fortresses and Liberators were airborne.

Flying along in direct support of the First and Third Armies, Thunderbolt, Lightning and Mustang fighter-bombers of the Ninth and 19th Tactical Air Commands made more than 24,000 individual sorties in August.

Ninth fighter-bombers shot down 131 enemy aircraft last month and destroyed another 108 on the ground. Their own losses were 219 planes.

Other damage inflicted included more than 8,300 transport units and 2,000 railway cars destroyed, as well as 204 locomotives, 722 horse-drawn vehicles, 468 tanks, 1221 boats and barges, 15 bridges and 136 buildings of various types. Also, 12 fuel and ammunition dumps were blown up and 49 gun-emplacements silenced.

Air War—Marauders and Havocs pound Brest in effort to force Nazi garrison's surrender. . . . U.S. heavy bombers attack near Ludwigshafen in western Germany. . . . Heavies from Italy bomb German transport in Yugoslavia and Hungary. . . . Fighters of 15th Air Force sweep northern Italy.

TARGET: LEIPZIG: GERMANY SEPT. 11, 1944 HOURS IN FLIGHT: 8:30 SORTIE # XIX.

POSITION: 94th COMBAT WING LEADER: With all honesty I can truthfully say that we would have been hopelessly confused today had it not been for pathfinder and myself. And that confusion might easily have led to disaster!! After landing the ER Navigator himself told me that he thanked the Lord that I was along that day. He did a good job, but he's not ready for a lead position yet. Too slow in making decisions. My navigation job was excellent, fact is I believe I did make most of the decisions, turning, etc. HOWEVER, my bomb run was all messed up!! From this mission onward it is imperative that I fully rehearse in my own mind just exactly how I am going to proceed on the bomb run, if it winds up wickey. I must thoroughly rehearse it in my own mind, taking nothing for granted. My big mistake in this mission was not positively identifying the target. As a result I made a run on what I thought was the target, but at the last minute I knew it couldn't be the target -- and so I notified the bombardier that I couldn't make the run. He made a correction and dropped by relative position to pilotage landmarks. He thinks he dropped them in the target area, but it was completely socked in over the target so we'll never really know. The equipment was faulty on 20 mile H2X. Aside from the set's faults I still should have spent more time in definitely determining the target area -- and only after that go about making the run. It was very wise of me to tell them that I didn't have the target any more, instead of making a run on what was the wrong target. Honesty is the best policy... always!!

It was fortunate for us that I told them I couldn't make the run, because after that we corrected to the left. Just before our correction they were putting up accurate tracking flak, and as we turned the line of flak passed right through where we would have been had we not corrected. Had we not made the correction we would probably have been blown right out of the skies -- the whole wing! On the way back we encountered extremely intense flak. WOW! What a horrible few minutes they were. Many of the planes came back with severe battle damage. We got back with minor damage -- and mighty glad of it. Big aerial battles on today's mission. Looks like the Luftwaffe is coming out of hiding!! We destroyed 175 enemy fighters and lost about 77 planes (bombers and fighters). It was the last mission with Major Garland. Now it'll be even tougher to get missions in. Too bad I sure did like to fly with him.

Fighters Shook Down Record 110 Nazi Planes

The Luftwaffe showed itself in strength yesterday and U.S. fighters giving battle had their biggest day in the ETO, destroying 110 enemy planes in the air. Thirty-nine Nazi craft were destroyed on the ground.

More than 1,000 Eighth Air Force heavy bombers, escorted by about 800 Thunderbolts, Lightnings and Mustangs, swept over Hanover and Leipzig in central Germany to hit at Hitler's dwindling oil resources and were attacked by Luftwaffe formations sometimes 100 strong. Some of the fighter groups reported meeting as many as 150 enemy planes in one area.

The last big day Eighth fighters had was March 8, when they shot down 80 in an escort mission to Berlin. British fighters' biggest day's bag was 185 during the Battle of Britain.

Heavies Get Their Due

The heavies got their share of "kills," gunners destroying 17 Nazi planes. Forty-four bombers and 15 fighters were lost. Up to a late hour last night, reports said Lt. Col. John C. Meyer, fighter pilot from Forest Hills, N.Y., bagged four Jerries in the air. 1/Lt. Cyril W. Jones, fighter pilot from Athens, Tenn., shot down 3 $\frac{1}{2}$ and destroyed 1 $\frac{1}{2}$ on the ground, while 1/Lt. Henry W. Brown, Mustang pilot from Aclington, Va., shot down three.

2/Lt. Wiley Smith, Fortress co-pilot from Liberty, Tex., reported: "A large formation of Focke-Wulfes and Messerschmitts concentrated on the group behind us and really hit it hard. Some of the Jerries, using desperate tactics, came right through the middle of our formation. Most of the planes that broke through went down in flames."

S/Sgt. John C. Offelt, B17 Silver Dollar waist gunner, said: "The way German fighters went through the group behind us was a terrible thing to see."

Continue Support Action

Nine waves of British-based Ninth Air Force Marauders and Havocs meanwhile continued their support of Lt. Gen. George S. Patton's Third Army with heavy attacks on large-caliber guns and emplacements on the Moselle River and

(Continued on page 4)

Air - - - -

(Continued from page 1)

a Nazi headquarters building and signal center in Metz. One Havoc is missing.

Later in the day six waves of B26s and A20s, numbering about 130 planes, hit enemy strongpoints on the enemy line between Metz and Thionville.

In addition a small force of medium bombers blasted "an enemy airdrome at Letzwarden.

Railway yards, tanks and motor transport just ahead of American fighting lines in an area from the Netherlands border to Metz were under almost constant attack Sunday by hundreds of North P38s and P47s. No fighter-bombers were lost.

AIR BATTLES OVER REICH

ENEMY LOSE 130
FIGHTERS

OIL PLANTS BOMBED

The first major engagement in the Battle of Germany was fought in the skies over the Reich yesterday, when more than 1,000 heavy bombers of the United States 8th Air Force attacked oil plants at Merseburg, Lutzendorf (near Leipzig), and Misburg (near Hanover), and other targets in central Germany about noon. They were escorted by 800 Thunderbolts, Lightnings, and Mustangs. Bombing was visual at Merseburg, Lutzendorf, and Misburg and by means of instruments at the other targets.

The enemy threw large formations of fighters, up to 100 in each formation, against the heavy bombers and escorting fighters, and a great aerial battle raged all over central Germany, from Hanover to Leipzig.

The *Luftwaffe* suffered one of its greatest defeats of the war. The escorting fighters shot down 130 German fighters, and this total will be increased when the claims by the bomber crews have been investigated. The fighters' score is not final.

These losses are a tremendous blow to the *Luftwaffe* on the eve of General Eisenhower's assault on the Siegfried line. They are of aircraft the *Luftwaffe* has husbanded since D Day to throw into the last desperate battles in defence of the Reich.

The total of 130 is not the biggest day's score over Germany. It has been exceeded at least once previously in a combined bomber and fighter score.

The German challenge had been expected, and the escort of 800 American fighters was exceptionally large, easily more than double the number sent on similar missions recently.

A high United States Air Force officer commented:—"The *Luftwaffe* has been in hiding for four or five days, but now it has evidently decided to do something about the war."

R.A.F. TAKE A HAND

The R.A.F. also struck a blow yesterday at German oil. In daylight in the evening Lancasters and Halifaxes, escorted by fighters, attacked three synthetic oil plants in the Ruhr at Kastrof Rauxel, Kamen, and Nordstern. Visibility was excellent, and first reports indicate that all three plants were heavily bombed.

TARGET: KASSEL, GERMANY SEPT. 22, 1944 HOURS IN FLIGHT: 7:05 SORTIE # XX.

POSITION: 94th COMBAT WING DEPUTY LEADER: HIGH BOX LEADER: Strictly a PFF mission. 8/10 cloud coverage with haze -- slight downward visibility. Did a very good job on navigation, although I never did expect the set to last the whole mission. I lost the target on the bomb run again. They've just got to fix these sets so that they don't go screwy on the bombing run. Chaffey, in lead ship, also lost target on the bomb run. It's the same old trouble. I sighted the target at 37 miles -- as clear as a bell, and I lost it at 16 miles on H2X. I believe we hit left of the MPI, but can't tell for sure. Personally, I don't think they gave Chaffey enough distance in order to make a satisfactory Miskey run -- we cut the IP short by about 15 miles. Otherwise it really was a milk-run. Very little flak at our level. All the flak was practically 2000 feet below. It was Major Picoff's last mission. Only 9 left for me to go. I can smell the end now!!!!

300 Heavies Hit Nazi Plants

Bombing with the aid of instruments through overcast, more than 300 Eighth Air Force Fortresses and Liberators, escorted by Mustang fighters, yesterday attacked industrial targets in the Kassel area of central Germany, while Ninth Air Force fighter-bombers swept the western area around Reschzig, Hones, Coblenz and Trier.

Nine heavies and one fighter were lost. British-based Marauders, meanwhile, dropped "surrender" leaflets and informative bulletins over Dunkirk and Calais, two Channel ports which are still holding out, and eight other different points of resistance in southern Holland.

About 300 Italy-based 15th Air Force Forts and Libs yesterday struck in two directions at targets in the Munich sector and rail yards at Larissa, Greece, while medium bombers tried to isolate the German armies in northern Italy from their supply and escape routes by blasting bridges, mostly in the Milan, Modena, Parma and Padua areas.

Liberators flew another 1,750 miles round-trip Thursday night to drop supplies and arms to Polish patriots in Warsaw.

TARGET: FRANKFURT, GERMANY SEPT. 25, 1944 HOURS IN FLIGHT: 7:00 SORTIE # XXI.

POSITION: 94th GBW DEPUTY LEADER TO GBW LEADER: "strictly a HFF mission with occasional breaks in clouds. We assumed the lead south of Liege, at 18 miles south of course. The navigator was scared as all hell. This crew definitely was not mentally set to take over the lead and its responsibilities. They are definitely not a lead crew. I took them to the target area all by myself. Everytime I asked the navigator something he'd tell me to wait a minute -- after which I never heard from him again on that score. He really had his head up and locked. I had to tell the pilot when to open the bomb bays, when to turn into the target, and what heading to fly, etc. Due to faulty H2X (636 was the ship) I had to bomb on ASG. As it finally wound up I dropped on the town Southeast of Frankfurt. That I must admit was my fault and I was using all my wits. However, the IR navigator certainly should have checked the distance I called off to the target city and informed me immediately. I would then have been able to note my mistake and bomb the right target. The bombardier also had his head up his ass. He certainly should have informed me how we were doing in relation to the flak and the smoke markers off the previous rings. Way before we got on our bomb run I called off the clock position and distance to the target area and he noted all the flak and smoke markers there. That certainly was the target area. We went smack over the center of Frankfurt, right through the flak, and on to the other town ---- and no one said a word to me in all that time!!! Boy, what a crew to fly with. I never would have dropped had they made me aware of the possibility of dropping on the wrong town.

On the bombing run I told the IR navigator to have a heading ready to give to the pilot after bombs away. He only gave the pilot a heading that was about 70 degrees off. We were 20 miles east of Frankfurt and still heading 076 degrees when I called up the IR navigator and asked him when he was going to make his turn, telling him he was way off course and where he was. He gave me that "wait a minute" routine, and I got so disgusted I took over myself. I told the pilot to take a certain heading and I guided them around Frankfurt and through Koblenz and Wiesbaden. I gave the IR navigator a pin-point fix as we passed due south of Koblenz -- and from then on he was lost. In 20 minutes his IR position was off 60 miles. Fantastic! we were definitely lost until we got to the Lille and Brussels area, and were about 28 miles south of course!! All that time the IR navigator believed we were north of course! All in all they are an impossible team to fly with-- definitely not lead team stuff.

This is the poorest mission I've ever had. I sincerely hope it never happens again. A mickey operator has to have a good navigator to work with. Heck, I had to make every navigational decision. That isn't fair -- nor is it my job!

We dropped propoganda leaflets and saboteurs' incendiary bombs -- for the use of anyone wanting to sabotage the German War Effort -- presumably to be used mainly by those foreign workers impressed into labor in Germany.

1,200 heavies raid Reich rail centres

IN the first big daylight raid on Germany since Friday, over 1,200 Fortresses and Liberators yesterday bombed marshalling yards and other military and industrial objectives in the Frankfurt, Coblenz and Ludwigshafen areas of Western Germany.

Up to 750 Lightnings, Mustangs and Thunderbolts escorted the heavies. Nine bombers and three fighters are missing.

All the railway yards are important communication centres for the Western Front. Bombing was done, by the aid of instruments, through solid cloud.

Nearly 2,000 U.S. Planes Blast Reich Through Clouds

After a weekend lull because of bad weather, more than 1,200 Fortresses and Liberators of the Eighth Air Force yesterday swarmed over western Germany to blast railway yards and other military and industrial objectives. Bombing was done with the aid of special instruments through solid cloud.

For the first time since D-Day, both Eighth and Ninth fighters, numbering nearly 750 Mustangs, Thunderbolts and Lightnings, escorted the heavies. Part of the escorting force also strafed enemy supplies and reinforcement facilities in the Ruhr--north of Marburg and in the vicinity of Paderborn.

Although no enemy pursuits were encountered and anti-aircraft fire was comparatively light, nine bombers and three Eighth fighters were lost.

The B17s and B24s pounded two railroad yards at Frankfurt, two at Coblenz and one at Ludwigshafen, as well as the Oppau chemical and synthetic oil plant. The railroad yards are important distribution points for German troops and supplies sent to the western front.

1,200 HEAVIES HIT REICH

A three-pronged air assault on Germany yesterday more than 1,200 American Fortresses and Liberators attacked marshalling yards at Frankfurt, Coblenz and Ludwigshafen and the Oppau chemical and oil plant also at Ludwigshafen.

The railway yards are important distribution points for German troops and supplies sent to the Western front.

About 750 fighters which escorted heavy bombers also strafed enemy trains, motor convoys, supply and reinforcement facilities in the Ruhr.

Eisenhower tells foreign workers in Reich to rise now

SHAEP, Monday.

GEN. EISENHOWER today addressed a call to action to all foreign workers in Germany whose countries are at war with the Reich.

Here is the text of his message :

"The hour for action has come. Note carefully the following instructions.

"The organized cells of foreign workers within the Reich will take immediate action according to the pre-arranged plan.

"Members of organized cells will refrain from all unorganized resistance and useless provocation of the Gestapo. They will obey the orders of their leaders precisely.

"Foreign workers who are not members of organized cells and who have not already carried out my instructions to go into hiding in the towns or—preferably—on the land will do so at once.

"I have already warned them that they are in the gravest danger if they remain in the factories. Their safest course is to disappear from the towns and cities and to seek shelter and employment on the land.

"In certain areas of Germany workers of the organized cells are today being provided with means for active resistance. These instruments will not be effective if they are used thoughtlessly or without purpose.

" Read instructions "

"Those of you who find them should immediately read the instructions that are provided and memorize them. Then destroy the instructions.

"Hide the instruments in a safe place. Determine carefully where and how the instruments can be used most effectively. Work out your plan of action. After your plan is complete in every detail—and only then—put the instruments to the use for which they are designed.

"Bear in mind, while deciding on your plans, that foodstuffs and crops in Germany will be needed after the defeat of Hitler.

"Act wisely. Do not underestimate the power of the Gestapo. However—remember that today the Gestapo stands in fear of the 12,000,000 foreign workers who, by acting now, can seal the fate of the Third Reich.

"That ends this message dated September 23, 1944, issued at the order of the Supreme Commander and addressed to all foreign workers in Germany whose countries are at war with Germany."—Reuter.

TARGET: NURNBERG, GERMANY

OCT. 3, 1944

HOURS IN FLIGHT: 9:20

SORTIE # XXII.

POSITION: 94th COMBAT WING DEPUTY LEADER; LOW BOX LEADER; Strictly a PSF mission.

The whole thing went along very smoothly. Mercer has a very good crew -- both Officers and Ballisted Men. Capt. Chapman flew as Air Comm. for our box -- we all did very well. Very little damage to our plane. It looked like this mission was going to be a real rough one for fighters, etc. Perhaps it was -- for some groups. I've got to perfect my bomb-run procedure. Somehow I seem to have lost the great deal of confidence I used to have. Used bomb-sight synchronization -- and it all worked out O.K. Our indices met a little before that of the lead ship. We figure they hit a little over the MPI and a little to the right. However it was a good job all the way for Chaffey in the lead.

Nearly 2,000 U.S. Planes Raid Reich War Plants

Tank, Truck Works Hit After RAF Night Attacks

The round-the-clock Allied aerial onslaught against the Reich yesterday saw more than 1,000 U.S. heavy bombers, escorted by upwards of 750 P38s, P47s and P51s, pound targets in southern Germany.

The Fortress and Liberator of the Eighth Air Force attacked a tank works at Nurnberg, the Daimler-Benz heavy truck factory at Gaggenau, about 40 miles south of Karlsruhe, and the Luftwaffe base at Gibeistadt, west of Nurnberg.

U.S. losses were 11 heavies and 11 fighters.

RAF Blasts Brunswick

In night attacks, RAF Bomber Command blasted the Brunswick area and other targets in western Germany.

Thunderbolt and Lightning fighter-bombers of the Ninth Air Force continued their dive-bombing and strafing of German railroads and rolling stock in the Aachen, Julich, Duren, Cologne and Euskirchen areas.

Meanwhile, Maj. Gen. Hoyt S. Vandenberg, Ninth commander, announced that all combat planes of the Ninth Air Force are now operating from bases on the continent, including Marauders and Havocs, as well as the fighter-bomber groups, tactical reconnaissance groups, and P61 Black Widows of the Ninth Air Defense Command.

Within two weeks after D-Day Thunderbolts, Mustangs and Lightnings of the Tactical Air Commands began operations from Normandy bases. Soon after, the Ninth fighter squadrons began to transfer their activities from bases in Britain to airstrips in France.

Last month, the first of the medium and light bombers, B26s and A20s, started to move closer to rapidly-advancing U.S. ground forces--and within better range of Germany.

1,500 Sorties at Front

In Tuesday's concentrated air-support operations, more than 350 Marauders and Havocs, along with fighter-bombers, flew almost 1,500 sorties. The most sustained activity centered just north of Aachen, near two villages forming part of the Siegfried Line.

Important rail lines behind the front were cut in 29 places. Ten direct hits were scored on large enemy troop concentrations by the fighter-bombers, whose bag also included 41 locomotives, 42 gun positions, 17 fortified buildings, and more than 100 vehicles of various types.

POSITION: 94th CW Dep. Ldr. LOW BOX LDR: STRICTLY PFF MISSION. SET WORKED VERY WELL, AND EVERYTHING WENT ALONG BEAUTIFULLY UNTIL I SWITCHED TO H2X. THE TARGET CAME IN PRETTY AS A PICTURE -- I COULDN'T ASK FOR ANYTHING BETTER -- UNTIL I SWITCHED TO H2X. AT THAT TIME I GOT NO RETURN AT ALL. MANIPULATED THE TILT A LITTLE AND THEN GOT A FAINT RETURN, I PROCEEDED TO SYNCHRONIZE ON THAT, BUT I WAS NOT SURE AS THE RETURN WAS VERY HAZY. FINALLY, I DECIDED IT WOULD BE BEST TO DROP ON THE HIGH BOX. TOO BAD WE HAD HEX TROUBLE. IT WOULD HAVE BEEN A BEAUTIFUL BOMB RUN. THAT IS THE SECOND TIME THAT'S HAPPENED TO ME WITH CARROLL'S CREW. KAISER IS A VERY GOOD NAVIGATOR, AND CARROLL IS A DAMNED GOOD PILOT. TOO BAD I COULDN'T GET A GOOD MISSION WITH HUTSON. I SURE WOULD APPRECIATE A SET THAT WON'T GIVE ME ANY TROUBLE ON THE BOMB RUN. SOMETIMES I BEGIN TO DOUBT MY OWN ABILITY.

HEAVIEST RAID OF AIR WAR

In the heaviest single attack of the war, R.A.F. big bombers yesterday dropped nearly 5,000 tons of bombs on the inland port of Duisburg.

More than 1,000 bombers took part in the attack, and it was believed probable last night that the devastation is so vast that the city has virtually been wiped out in this one shattering assault. Duisburg is 55 miles east of the German frontier. It is one of the Reich's most vital war and communications centres.

Spitfires and Mustangs escorted the bombers. They met with little opposition from the enemy fighters, and, in spite of heavy flak, only 14 bombers were lost—less than one per cent. of the force that took off.

Marauders Out

It was a saturation attack. The total bomb load fell in 25 minutes. Meanwhile the U.S. Eighth Air Force sent out more than 1,000 heavy bombers, which blasted marshalling yards and other targets at Cologne, 35 miles to the south.

Fortresses and Liberators also bombed targets in the Saarbrücken and Kaiserslautern areas.

Large numbers of Thunderbolts and Mustangs flew in with the bombers.

In good flying weather, Mitchells and Marauders were in the air for hours from breakfast-time.

The U.S. Eighth Air Force lost 14 bombers and eight fighters in the day's operations.

It is the beginning of the end of the Ruhr," a Bomber Command intelligence officer told a Sunday Dispatch reporter as the returning bombers safely touched down.

A great deal of Hitler's Aachen air reserves in men and material have been caught by our 30-pounders.

Since the beginning of the war, Bomber Command have already dropped nearly 12,300 tons of bombs on Duisburg.

LITTLE OPPOSITION

Altogether it was a great day for the Allied air forces. With the Forts also in action, something like 4,000 of our aircraft were over the Reich.

More than 1,000 U.S. heavy bombers, supported by 1,000 fighters, attacked railway marshalling yards and other targets at Cologne, which is 35 miles south of Duisburg.

Other U.S. bombers hit industrial targets in the Saarbrücken and Kaiserslautern areas, and for the second successive day 250 Italy-based bombers struck at oil refineries in Silesia.

Footnote: Brussels stopped work and went out into the boulevards to cheer the passage of the bombers, carrying what the Belgians call "German rations."

Cologne Hit

The U.S. 8th Air Force also sent out more than 1,000 heavy bombers to attack one target yesterday—Cologne.

Other Flying Forts and Liberators bombed military and industrial targets in the Saarbrücken and Kaiserslautern areas.

Strong forces of Thunderbolts and Mustangs escorted the bombers. Fourteen bombers and eight fighters were lost.

Cologne had been attacked overnight by R.A.F. Mosquitos, which attacked other objectives in Western Germany—all without loss.

1,200 Heavies Give Cologne Worst Blitz

The important Ruhr industrial and communications center of Cologne, less than 40 miles east of the Aachen front, yesterday underwent its heaviest aerial blitz when more than 1,200 Eighth Air Force Fortresses and Liberators bombed through clouds by means of instruments, following up a previous day's assault by over 1,000 heavies.

Additional weekend targets included the Monheim and Reisholz oil plants, south and southeast of Dusseldorf, which were blasted visually, and military and industrial targets in the Saarbrücken and Kaiserslautern areas.

37 Bombers, 9 Fighters Lost

Upward of 750 Thunderbolts and Mustangs escorted the heavies Saturday, while over 500 fighters shepherded the bombers yesterday. U.S. losses for the two days were 37 bombers and nine fighters.

Three groups of Eighth P47s, ranging ahead of the heavies, carried out strafing attacks in the Hanover, Brunswick and Kassel areas, and encountered Luftwaffe opposition.

Seven enemy fighters were shot down, including an Me262 jet-propelled plane which was bagged by 2/Lt. Huie H. Lamb Jr., Thunderbolt pilot from Abilene, Tex. Two more Nazi craft were destroyed on the ground.

Locomotives were the principal strafing targets and 54 were reported shot up and disabled. Approximately 125 freight cars were strafed, including three loaded troop cars.

Late Saturday night, Italy-based 15th Air Force heavy bombers again hammered Silesian oil targets, including the Blechhammer and Odertal refineries.

Bad weather curtailed operations over Italy, but fighter-bombers attacked Nazi positions and supply lines just south of Bologna.

Duisburg Gets Record Attack

Duisburg, German inland port and railway and industrial center, received another plastering by RAF Bomber Command planes which dropped 5,000 tons of high explosive and incendiary bombs. Over 1,500 aircraft were dispatched.

Fires started Saturday morning, when more than 1,000 Lancasters and Halifaxes carried out the heaviest single attack yet made on any German industrial city, either by day or night, were still burning, and by the end of the second assault huge areas of fire were observed.

Simultaneously, a heavy and concentrated attack was made on Brunswick, Berlin, Hamburg and Mannheim were also bombed.

TARGET: MANHEIM, GERMANY

19 OCTOBER 1944

HRS: 07:20

SCRTIE #XIV.

POSITION: 94th CBW DEP. LDR. LOW BOX LDR; STRICTLY PFF MISSION. 10/10ths ALL THE WAY. WE WERE SOUTH OF COURSE ALL THE WAY IN. WE GOT TO THE I.P. AREA, BUT THE WEATHER WAS SO BAD THAT WE LOST THE LEAD BOX. WE WENT IN AND MADE OUR OWN BOMB RUN. I HAD THE DRIFT KILLED, BUT SLIGHTLY TO THE LEFT OF THE MPI. WITH 6 MILES TO GO TO THE 70° CLUTCH IN POINT THE 24 volt FUSE BLEW. WHAT A TIME FOR THAT!! THE TARGET CITY WAS COMING IN CLEAR AS A HELL. I TOLD BOMBARDIER WE HAD 6 MILES TO GO TO THE CLUTCH IN POINT AND THAT DRIFT LOOKED PRETTY WELL KILLED. BOMBARDIER PICKED UP VISUAL REFERENCE POINTS AND MADE SLIGHT CORRECTION TO RIGHT AND DROPPED HIMSELF. IT'S DEFINITE THAT WE HIT THE TARGET CITY -- NEAR THE MPI. NAVIGATOR DID A SWELL JOB COMING OUT WITHOUT A MICKEY SET. 10/10ths ALL THE WAY OUT.

1,000 heavies hit Reich again

MORE than 1,000 Flying Fortresses and Liberators, escorted by some 700 fighters, attacked military targets at Mainz and in the Ludwigshafen-Mannheim area of South-Western Germany yesterday.

Eleven bombers and 11 fighters are missing.

All the cities raided have large railway marshalling yards and many industries important to the German war machine such as armored vehicle works, ordnance and oil plants and chemical plants.

R.A.F. went there, too

Mannheim had been bombed the night before by R.A.F. Mosquitoes which also went for Hanover and other objectives in Western Germany. One Mosquito is missing.

The German air-raid service last night reported that an enemy bomber formation was approaching South-West Germany and that single fast enemy planes were over West and South-West Germany.

Heavies Strike Along Rhine

Rail yards, armored vehicle works, ordnance and oil depots in Mainz and in the Ludwigshafen and Mannheim areas of southwest Germany were pounded yesterday by more than 1,000 Eighth Air Force Fortresses and Liberators.

The heavies, escorted by some 700 Thunderbolts and Mustangs, bombed these targets along the Rhine through clouds.

Eleven bombers and 11 fighters were missing.

In support of the U.S. First Army, Ninth Air Force fighter-bombers Wednesday made attacks along the Dusseldorf-Duren-Aachen railway.

TARGET: HANNOVER, GERMANY

22 OCT. 1944

HRS: 8:40

SORTIE # XXV.

POSITION: 94th CBZ DEP. LDR. HIGH BOX LDR: STRICTLY PFF. SOCKED IN ALL THE WAY. WE EXPECTED VERY STRONG FIGHTER ATTACKS, AND WERE FURNISHED A TERRIFIC FIGHTER ESCORT ALL THE WAY. HOWEVER, THE WEATHER WAS SO BAD OVER ENEMY TERRITORY THAT I DON'T THINK ANY ENEMY FIGHTERS COULD TAKE OFF. 10/10ths ALL THE WAY. BOMBED ON THE LDR, AS PER INSTRUCTIONS. DARN IT, BUT THAT CITY BROKE UP INTO A MILLION PIECES. EVERYONE HAD THE SAME TROUBLE. SYNCHRONIZED WITH THE BOMB SIGHT, BUT LOST THE TARGET ALTOGETHER AFTER CLUTCHING IN. I WONDER WHEN THE DEVIL I'M GOING TO GET A SET THAT WILL WORK ALL THE WAY IN ON THE BOMB RUN. THE NAVIGATION / JOB WAS FAULTLESS. ASIDE FROM THE BOMB RUN, IT WAS A VERY GOOD MISSION. LAST MISSION FOR HEENAN'S CREW. SWELL BUNCH OF BOYS.

Heavies Pound Reich Cities

After two days of inactivity because of bad weather, more than 1,100 Eighth Air Force Fortresses and Liberators yesterday hammered industrial and communication objectives in the Hamm, Munster, Hanover and Brunswick areas of Germany.

Over 750 Thunderbolts and Mustangs escorted the heavies, all of which returned safely. Two fighters were missing, but were believed to have landed in friendly territory.

One group of strafing P51s reported the destruction of 13 locomotives and 25 railway cars.

The B17s and B24s bombed through solid overcast by means of instruments. There was no enemy fighter opposition.

Meantime, RAF Lancasters, escorted by fighters, carried out a big attack on the German inland port and railway center of Neuss.

Saturday night, Mosquitoes were out over Holland and the Reich, bombing and strafing road and rail crossings.

Ninth Air Force fighter-bombers flew more than 550 sorties Friday, slashing enemy communications and destroying 18 enemy planes in the air and two on the ground.

In addition, about 40 Marauders attacked two enemy-held bridges south-east of Rotterdam in support of Canadian and Polish forces.

Lightning pilots shot down ten Nazi craft over Cologne, two over Hamm and six over Coblenz. Nine U.S. fighters and no medium bombers were lost.

TWO BIG DAY RAIDS and not a bomber was lost

TWO big forces of bombers—one R.A.F. and the other U.S.—raided Germany yesterday. No bombers were lost in either attack.

First, more than 1,100 Flying Fortresses and Liberators, escorted by some 750 fighters, attacked industrial and communication targets in the Hamm, Munster, Hanover and Brunswick areas.

Inland port

Then, Lancasters, also escorted by fighters made a heavy raid on the inland port and railway centre of Neuss, a satellite town of Duesseldorf on the west bank of the Rhine, some 40 miles north-east of Aachen.

The result of the attack could not be seen owing to cloud. Flak was light from the target itself, but heavy as the bombers approached and left it.

TARGET: BIELEFELD, GERMANY

26 OCTOBER 1944

HRS: 6:30

SORTIE # XXVI.

POSITION: 94th CEW DEP. LDR. HIGH BOK LDR: STRICTLY PFF ALL THE WAY. NO ONE SAW THE GROUND FROM TAKEOFF TILL LANDING, WITH THE EXCEPTION OF ONE LITTLE GLIMPSE AT THE TARGET AREA. WE ATTACKED AN ORDNANCE PLANT OUTSIDE THE CITY (TGT). SINCE OUR TARGET COULD NOT BE SEEN ON THE MICKEY SCOPE, WE USED THE RAF GRID SYSTEM IN COORDINATION WITH MICKEY SYNCHRONIZATION. ALL THREE MICKEYS MADE INDIVIDUAL RUNS -- AND ALL THREE DROPPED ALMOST ON TOP OF ONE ANOTHER ** IN REFERENCE TO SMOKE MARKERS. IF ANYTHING, I BELIEVE WE MIGHT BE OVER IN RATE, THAT IS AN EXCELLENT WAY TO BOMB IN AN OFFSET MANNER. ALL THREE MICKEYS MADE GOOD RUNS AND WERE ALL CONFIDENT ON RETURN. TUNED MY SET IN THE AIR FOR DRIFTING XTAL CURRENT -- AND THE SET PERFORMED EXCEPTIONALLY WELL. IT'S ABOUT TIME I GOT A SET THAT HELD UP ON THE BOMB RUN. I MUST REMEMBER TO SWITCH TO THE 5 MILE SCOPE ON MY LATER DEGREE READINGS FOR THE BOMBARDIER. SECTOR SCAN IS ANOTHER GOOD THING TO USE ON THE RUN. ALL IN ALL I WAS VERY MUCH SATISFIED WITH THE MISSION -- AS WERE ALL THE COMMANDING OFFICERS..TURNED OUT TO BE A REAL MILK RUN. ONLY THREE LEFT TO GO. WOWIE!!!!!!

5,000 STRIKE REICH IN 24 HOURS

MORE than 8,000 British and American bombers and fighters hit the Reich in 24 hours up to last evening-- and only nine aircraft did not come back.

The losses are the lowest ever recorded in major air offensives.

The Americans yesterday sent out more than 1,200 Fortresses and Liberators with over 800 fighters to strike at targets at Bielefeld, Munster, Hanover and other parts.

Losses: one bomber, one fighter. The RAF sent out a fleet of Lancasters and Mustangs to hammer the vital mile area of the vast I.G. Farbenindustrie chemical works at Leverkusen.

Total losses: nil. On Wednesday the RAF put over 1,000 Lancasters and Halifaxes with Spitfires and Mustangs over the Reich, and the Americans laid on an assault by over 1,200 Fortresses and Liberators with 800 fighters.

Total losses: Six bombers (four U.S./two RAF) one fighter (U.S.). Never before have we been able to bomb Germany with such impunity.

The great I.G. Farben plant at Leverkusen turns out a high proportion of the total German production of a number of important chemical products. It has more than 20,000 employees.

Cologne Guns Open

There was thick cloud over the target but the crews reported that a good concentration of bombing was achieved.

The attack started at 8.30 p.m. and was all over in a few minutes. Although the Cologne ground defences joined in--Leverkusen is five miles north of Cologne--the flak was never strong enough to interfere with the bombing.

Many of the 12,000 airmen who took part in yesterday's American attack did not see the ground from take-off to landing because of "solid layers of fluffy white clouds."

One Mustang pilot who was forced out of his group by engine trouble was "jumped" by six German planes while alone, and he destroyed two of them.

And last night Frankfurt radio interrupted its programme to announce:

"Several fast enemy bombers are over Schleswig-Holstein and Mecklenburg approaching the Mark Brandenburg (the province in which Berlin lies)."

OUR AIR LOSSES— NINE OUT OF 5,000

WITHIN little more than 24 hours up to last night more than 5,000 British and American bombers and fighters had carried out daylight assaults over Germany at a total cost of only nine aircraft.

These losses—less than one out of every 500 planes dispatched—are the lowest ever recorded in major air offensives.

The Americans yesterday sent out more than 1,200 Fortresses and Liberators with 650 fighters, to strike at industrial targets at Bielefeld, Munster, Hanover and other places. One bomber and one fighter were missing.

The R.A.F. sent out a fleet of Lancasters and Mustangs to hamper the vital mile area of the vast I.G. Farbenindustrie works at Leverkusen, Cologne, where poison gas and secret chemical weapons are made. None of our aircraft is missing.

The plant, which turns out a high proportion of the total German production of chemical products, has more than 20,000 employees.

Over in Minutes

The attack started at 3:30 p.m. and was all over in a few minutes.

Bielefeld has important ordnance depots, Munster has marshalling yards which serve six railways, and Hanover has locomotive and tank works as well as other important industries.

Reconnaissance since the heavy night attack by R.A.F. Bomber Command on Dortmund on October 26 shows that the town is now one of the most seriously damaged cities in Germany, states the Air Ministry.

Dortmund was the Ruhr's most important traffic centre after Duisberg, and its railways and harbour were being used extensively for sending supplies to the Western Front.

Big Day Blow At Reich Again

For the second straight day more than 1,200 U.S. heavy bombers swarmed over Germany yesterday, battering rail and industrial targets in the Hanover, Munster and Bielefeld areas. They were followed up by RAF heavies in their second successive daylight attack on the Reich.

Upward of 600 Thunderbolt and Mustang fighters escorted the Fortresses and Liberators, which bombed through wild cloud. One bomber and one fighter were lost.

The RAF Lancasters, shepherded by Mustangs, attacked the I. G. Farbenindustrie chemical works at Leverkusen.

Reich day raids, night alert

Achtung! Allied bombers are approaching Brandenburg province.

Berlin—chief city of Brandenburg province—broadcast this warning last night, as these reports came from Allied Air H.Q.:

Bomber Command Lancasters, escorted by Mustangs, attacked the I.G. Farbenindustrie Chemical Works at Leverkusen, five miles north of Cologne. All our planes returned.

More than 1,200 Forts and Liberators bombed targets at Bielefeld, Munster, Hanover and elsewhere in the Reich. They were escorted by more than 500 Thunderbolts and Mustangs.

A bomber and a fighter are missing.

TARGET: MUNSTER, GERMANY

28 OCTOBER 1944

HRS: 6:20

SORTIE # XXVII.

POSITION: 94th CBW DEP. LDR. HIGH BOX LDR: IT STARTED OUT AND LOOKED LIKE IT WAS GOING TO BE A VISUAL MISSION. HOWEVER, WE ENCOUNTERED HAZE ON THE WAY DOWN THE BOMB RUN AND DECIDED TO MAKE A PFF APPROACH AND SEE IF WE COULDN'T MAKE IT VISUAL AT THE LAST FEW SECONDS. MICKEY WENT THROUGH ALL SEVEN SYNCHRONIZATIONS, AND EVERYTHING CHECKED OUT VERY GOOD. FLACK WAS EXTREMELY ACCURATE, AND INTENSE ALL DURING THE BOMB RUN. BOMBARDIER GOT HIT JUST AT BOMBS AWAY. TAIL GUNNER GOT HIT ON THE BOMB RUN, AND THE MICKEY OPERATOR GOT HIT IN THE LEFT ARM RIGHT IN THE MIDDLE OF HIS SYNCHRONIZATIONS WITH THE BOMB SIGHT. WHAT AN ORDEAL!!! THE OXYGEN SYSTEM FOR THE MICKEY AND THE RIGHT WAIST WAS HIT AND KNOCKED OUT. HOLES ALL THROUGH THE PLANE, BUT NO ONE WAS ACTUALLY WOUNDED. WHAT A MIRACLE!! I COULD HEAR THE FLACK BURST ALL THE WAY DOWN THE BOMB RUN. BOY, IT WAS HELL TO CONCENTRATE ON THE WORK I HAD TO DO. THE BOMBARDIER COULDN'T LOOK OUT OF THE NOSE ON ACCOUNT OF ALL THE FLACK. WHAT A HOT BOMB RUN THAT WAS... AND IT LOOKED LIKE IT WAS GOING TO BE SUCH A MILK RUN! YOU NEVER CAN TELL ABOUT A MISSION UNTIL IT IS ALL OVER. POOR CROSSMAN GOT HIS LEG ALL SHOT UP... AND ONLY ON HIS THRID MISSION. AS OF THIS WRITING THE RESULTS ARE INDEFINITE, BUT WE ALL BELIEVE THEM TO BE RIGHT IN THE TARGET AREA. IT WAS A TOUGH JOB WELL DONE.

COLOGNE HAS HEAVIEST RAID OF WAR

MUNSTER AND HAMM ALSO HIT

Cologne, the worst damaged city in the whole of the Ruhr and Rhineland, was given its heaviest attack of the whole war by R.A.F. Bomber Command yesterday afternoon.

More than 1,000 Halifaxes and Lancasters were used in this attack and in another yesterday morning on guns on the island of Walcheren, in Holland. The bombers were escorted by more than 400 Spitfires and Mustangs of R.A.F. Fighter Command, said the Air Ministry last night.

There was much cloud on the way to Germany, but over Cologne was a large patch of clear sky. Escorting was extremely well concentrated and even as the first squadrons to bomb were turning for home, large fires started by the incendiaries seemed to be becoming out of control.

Smoke was already rising over 10,000 ft. One pilot said that he saw a great explosion which lit up the river with a tremendous flash of flame.

The last heavy attack on Cologne, apart from recent attacks on specific railway targets in the city, was made by Bomber Command on the night of April 20, 1944.

RAIL YARDS POUNDED

Marshalling yards at Hamm and Munster, in north-west Germany, were attacked by 350 Flying Fortresses of the Eighth Air Force. About 200 Mustangs escorted the heavy bombers. Practically all bombing was by instruments through cloud, although some crews attacking Munster were able to aim their bombs visually.

Anti-aircraft fire was intense at both targets. No fighters attacked the bombers, but jet-propelled interceptors were sighted and four Me. 410s were chased through the clouds by escorting Mustangs. Three bombers and two fighters are missing.

Munster marshalling yards serve seven railway lines, three of which connect with the Ruhr and two with the area immediately east of the front in Holland. Hamm contains the largest railway yards in the country.

WAVE after wave of R.A.F. heavy bombers flew out over the coast last night heading east and south-east as the climax to a day of non-stop raiding of vital Nazi targets.

In daylight nearly 2,000 Allied heavy bombers and escorting fighters had been over Germany and Holland, with the R.A.F. playing the leading daylight role.

Here are the daylight operations which some observers believe are the preliminary to a record-breaking aerial offensive in the coming weeks:

In the morning more than 200 R.A.F. Lancasters and Halifaxes attacked gun emplacements on the Dutch island of Walcheren.

Then 350 U.S. Flying Fortresses bombed marshalling yards at Hamm and Munster; and

Later more than 700 R.A.F. heavies gave Cologne, worst damaged city in the Ruhr and Rhineland, its biggest - ever raiding.

Spitfires took the bomber to Walcheren, more than 400 Mustangs and Spitfires went to Cologne, and roughly 200 Mustangs escorted the Flying Fortresses.

Our losses were exceptionally light.

Blow No. 3: Hamm and Munster. About 350 Flying Fortresses with 200 screening Mustangs bombed these vital rail junctions. Medium bombers of the RAF yesterday destroyed the 250 yard long road bridge over the River Maas at Roermond, on one of the Germans' most important supply routes in East Holland.

TARGET: MERSEBURG, GERMANY

2 NOVEMBER 1944

HRS: 8:00

SORTIE # XXVIII.

POSITION: 94th CBW LDR: STRICTLY PFF MISSION, BUT WHAT A MESS ON THE BOMB RUN. I AM FIRMLY CONVINCED THAT IF THE BOMBING IS GOING TO BE PFF THE I.P. MUST BE MADE GOOD. IT IS ABSOLUTELY NECESSARY FOR THE MICKEY OPERATOR AND PFF CREW TO HAVE A 30 MILE BOMB RUN, AT LEAST. EVERYTHING WAS GOING ALONG SMOOTHLY UNTIL ABOUT 30 MILES FROM THE I.P. WHEN THE DIVISION LDR STARTED TO DRIFT OFF TO THE LEFT. BECAUSE PRECEDING GROUPS WERE UNDER FIGHTER ATTACK, WE WERE FORCED TO MAINTAIN THE DIVISION COLUMN. THE END RESULT WAS THAT WE DIDN'T MAKE THE I.P. GOOD -- LEAVING US ABOUT A 20 MILE BOMB RUN. BECAUSE WE ENCOUNTERED A TERRIFIC CROSSWIND WE JUST COULDN'T KILL THE DRIFT IN THAT SHORT A RUN. WE KEPT CHASING THE TARGET AROUND TO THE RIGHT AND FINALLY BOMBED ON A HEADING OF 185° T. I'M ALMOST CERTAIN THAT WE HIT WAY TO THE LEFT OF THE TARGET. THAT CAN ALSO BE SAID OF PRACTICALLY THE WHOLE TASK FORCE. TOO BAD. HAD WE BEEN ALLOWED A LONGER BOMB RUN I'M PRETTY SURE HUTSON AND I WOULD HAVE GOTTEN IN THE TARGET AREA. THE THREE BOMBSIGHT READINGS I DID GIVE HIM WERE RIGHT ON THE MONEY. WE WERE IN AN INTENSE FLAK BARRAGE FOR 12 MINUTES, AND WERE THE ONLY GROUP NOT UNDER FIGHTER ATTACK. THE GROUP BEHIND US LOST 9 B-17'S TO ENEMY FIGHTERS. GIGANTIC AERIAL BATTLES WERE TAKING PLACE ALL THROUGH THE MISSION. THE NAVIGATION WAS TOUGH, DUE TO A LOT OF ESSING, -- BUT IT WAS WELL DONE. BOY, AM I GLAD THAT ONE IS OVER WITH. THE WHOLE AIR FORCE SCREWED THIS ONE UP!!

U.S. Win Greatest Fight Over Reich

GREAT forces of R.A.F. bombers flew out over the Lincolnshire coast last night, a few hours after American squadrons had returned from their greatest victories over the Luftwaffe.

At least 208 German fighters were shot down by American Thunderbolts and Mustangs yesterday.

American losses were 41 bombers and 28 fighters out of the great force of 2,000 planes sent out.

Nine hundred fighters—second greatest screen ever sent out by the Americans—escorted Flying Fortresses and Liberators to vital targets.

And the Germans replied by putting up the largest number of fighters for months. Americans estimate that at least 400 were in the sky.

The majority of these fighters made a suicide attempt to defend the vast Leuna synthetic oil plants at Merseburg, near Leipzig, bombed many times before.

The Germans attacked in groups of ten to 15 at a time. They included the new jet-fighters as well as F.W. 190's.

Several records went by the board in the new battle. Eighth Air Force fighters made a record "kill." The previous high was 117 on September 11, when attacks were made on oil plants in Central Germany.

It was also a record for both fighters and bombers totalled up. The previous figure was 178 over Berlin on March 4.

Another was the "bag" by a single fighter group—28.

All the fighter claims were verified by gun cameras.

Yesterday afternoon Lancasters, escorted by Spitfires and Mustangs, attacked the synthetic oil plant at Homburg, in the Ruhr. Four bombers were lost.

Great Air Battles: Germans Lose 208

IN the biggest air battles yet fought over Germany 208 enemy aircraft were destroyed yesterday by United States planes.

Of these 133 were shot down by fighters and 33 by bombers, and 25 were destroyed on the ground.

Forty-one American bombers and 28 fighters were lost.

Most of the enemy machines were shot down in the vicinity of the big Leuna synthetic oil refineries at Merseburg, near Leipzig.

Estimate of German fighters encountered range as high as 408.

Apparently anticipating strong opposition the Americans sent out more than 900 fighters to escort over 1,100 Flying Fortresses and Liberators.

Other targets were synthetic oil plants in the Ruhr, and railway marshalling yards at Bielefeld and Rheine.

The R.A.F. also struck at Germany's oil.

Target for escorted Lancasters was the synthetic oil plant at Homburg, largest of ten such plants in the Ruhr.

Four bombers are missing.

And last night the R.A.F. was keeping up the round-the-clock bombing.

From the South-East Coast planes were reported roaring over the Channel for half an hour.

Other large formations crossed the East Coast.

Luftwaffe Up, Loses 130 Planes

For the first time in weeks the not-so-down-and-out Luftwaffe showed itself in great strength yesterday, according to preliminary reports. Eighth Air Force fighters set a new record for a one-day bag by shooting down 130 enemy craft. Another 25 Nazi planes were destroyed on the ground.

The last time the Luftwaffe came up on masse was Sept. 11, when Eighth fighters clipped all their previous single-day records by shooting down 115 enemy planes.

As many as 400 Jerries were encountered yesterday by more than 900 Thunderbolts and Mustangs, which escorted over 1,100 Fortresses and Liberators in their attack on synthetic oil plants in the Ruhr and at Mersburg in central Germany, as well as rail facilities at Bielefeld and Rheine, and other targets in western Germany.

Preddy's Men Get 24

The Mustang squadron led by Maj. George E. Preddy, of Greensboro, N.C., who is the top active Eighth fighter pilot in the ETO, shot down 24 Nazi craft to cop the day's squadron honors.

The 55th Fighter Group, a P51 outfit, led by Maj. Eugene E. Ryan, of Danvers, Conn., tangled with over 75 single-engine Jerries which were "ganging up" on one bomber force over Mersburg, and claimed bagging 19 for the loss of one Mustang.

The heavies' gunners reported getting their share of additional "kills," shooting down 53.

Sgt. William E. Grose, of Hico, W. Va., ball-turret gunner on the Fort Little Chum, said: "I saw about eight FW190s sweep in toward the rear of our formation. I saw two of the Jerries go down."

2/Lt. Thomas Radowski, of Milwaukee, Wis., bombardier on the Fort That's All, Jack, reported: "As we were leaving the target area, three jet-propelled fighters broke out of a light haze in front of us. One, a light green plane with black crosses, came in at us. At about 800 yards I opened fire. He was right in the middle of his turn, and seemed to be hanging in mid-air. That's where I got him."

Over 117 Nazi fighters shot down

A NEW record for German fighters destroyed in the air by U.S. Eighth Air Force fighters in one day was established yesterday in great air battles over Germany, principally near the big Leuna synthetic oil refineries at Mersburg, near Leipzig.

Final figures are not completed, but the day's total is well over the figure 117 fighters shot down on September 11 during another attack on oil plants which also included the factory at Mersburg.

It was also indicated that the record of 31 fighters shot down by a single group which has stood since April 8 would also be broken by a Mustang group.

400 came up

The squadron record of 18 shot down in a single day will also be exceeded.

A.A. fire over Mersburg was described as extremely heavy. American fighter losses are expected to be comparatively light. Estimate of German fighters encountered range as high as 400.

The American force—more than 900—was the second-largest fighter force ever sent out by the Eighth Air Force.

R.A.F. Mustangs, without loss, destroyed an Fw 190 over North-West Germany.

1,100 bombers out

The U.S. heavy bombers—more than 1,100 strong—attacked synthetic oil plants in the Ruhr and at Mersburg in Central Germany, and railway yards at Bielefeld and Rheine and other targets in Western Germany.

R.A.F. Lancasters, escorted by fighters, went for the oil plant at Hottberg, in the Ruhr.

It appeared last night that the round-the-clock bombing offensive was being kept up. A force was heard crossing the South-East Coast for over half an hour.

TARGET: HAMBURG, GERMANY

4 NOVEMBER 1944 HRS: 7:20

SORTIE # XXIX

POSITION: 8th AIR FORCE LDR; 1st BOMB. DIV. LDR: ABSOLUTELY A BEAUTIFUL MISSION. EVERYTHING WENT AS SMOOTHLY AS I COULD POSSIBLY HOPE FOR. WE MADE THE I.P. GOOD AND STARTED ON THE BOMB RUN. THE RUN WAS BEAUTIFUL. THE COURSE WAS KILLED AND THE RATE WAS VERY CLOSE TO BEING KILLED — IF NOT EXACTLY KILLED. THE BOMBARDIER SAID HE NEVER TOUCHED THE BOMBSIGHT FOR CORRECTIONS. BOY, IT SURE WAS BEAUTIFUL. THE TWO DEPUTIES FOLLOWED THROUGH AND BOTH OF THEM SAID IT WAS A BEAUTIFUL MISSION AND BOMB RUN. IT SURE WAS A NICE WAY TO FINISH UP A TOUR. WHAT A RELIEF TO BE FINISHED!! GENERAL TURNER AND GENERAL BEAMAN MET US AT THE PLANE AND INTERROGATED US. ALL'S WELL THAT ENDS WELL.

5,000 Heavies in Non-

Stop Blitz

3 BIG RAIDS ON REICH MAIN BLOW BY 1,100 BOMBERS

Three heavy attacks were made on Germany yesterday by R.A.F. and American bombers from both Britain and Italy.

More than 1,000 heavy bombers of the Eighth Air Force, escorted by over 800 fighters, pounded oil and railway targets. Eight bombers and 10 fighters are missing.

R.A.F. Lancasters, escorted by Mustangs and Spitfires, raided Solingen, sometimes called the "Sheffield of Germany," south of the Ruhr.

Heavy bombers based on Italy went against targets at MUNICH and ROSENHEIM in Bavaria, and LERZ on the Danube. Mustangs bombed enemy rolling stock in Yugoslavia.

The objectives hit in the 1,100-bomber raid included synthetic oil plants and refineries in the HAMBURG-HANNOVER area and at GEISENKIRCHEN in the Ruhr, military targets in the HANNOVER region, in West Central Germany, and the railway yards at SAARBRUCKEN in the Saar basin.

LUFTWAFFE KEPT OFF

The only enemy aircraft seen were a few jet-propelled fighters which kept at a distance, but there was intense anti-aircraft fire.

Some of the escorting fighters strafed ground targets on the way home. Pilots of one Mustang group reported shooting up 100 oil and goods wagons and five locomotives in two marshalling yards in the Hanover area.

The Solingen raiders met no Luftwaffe challenge. This town carries on light engineering industries.

A force of Mosquitoes of R.A.F. Bomber Command attacked Berlin without loss on Friday night.

2-Day Blow Hammers 14 Nazi Cities

In a weekend non-stop air assault, nearly 5,000 Allied heavy bombers hammered targets in 14 cities in Germany, as well as in Austria and Yugoslavia.

More than 1,200 Fortresses and Liberators of the Eighth Air Force, escorted by about 650 P47s and P51s, yesterday pounded rail yards and synthetic oil plants in Frankfurt, Ludwigshafen and Karlsruhe, following a day in which more than 1,100 B17s and B24s, shepherded by over 800 P47s and P51s, blasted similar objectives in the Hamburg-Harburg area, Geisenkirchen, Misburg and Saarbrücken.

RAF Hits Steel Center

RAF heavies carried out two attacks Saturday. In daylight, Lancasters bombed the industrial town of Solingen. At night, more than 1,000 RAF heavies made their heaviest assault on Bochum, one of the main steel centers in the Ruhr. Hanover and other objectives in western Germany also were hit.

Over 900 Italy-based heavy bombers of the 15th Air Force yesterday hammered targets in the Vienna area and in Yugoslavia, and also attacked troop concentrations in Italy.

On Saturday about 600 heavies of the 15th Air Force went to southern Germany, blasting Regensburg, Augsburg, Munich and Lenz.

55 Locomotives Blasted

In strafing attacks on the way home, Eighth fighters destroyed or damaged 55 locomotives, 260 freight and oil cars and 11 highway trucks in the Stuttgart, Darmstadt, Ludwigshafen and Hanover areas.

Total Eighth losses for the weekend were 38 bombers and 29 fighters, presumably on account of intense flak. Thirty of the bombers and 23 fighters were missing from yesterday's operations, but some of them were believed to have landed in friendly territory. There was no enemy fighter opposition, although several Nazi jet-propelled planes were sighted both days.

Ninth Air Force Marauders, Havocs, Thunderbolts and Lightnings, Saturday carried out a series of operations against German communications and defensive positions in the Rhineland, mainly in the area west of Cologne.

Approximately 200 medium and light bombers bombed Nazi strongpoints at Eschweiler, ten miles east of Aachen, and ordnance supply depots near Trier.

3,000 PLANES GO TO GERMANY

MORE than 3,000 planes raided Germany yesterday. In the morning more than 1,100 Fortresses and Liberators, escorted by 800 Thunderbolts and Mustangs of the Eighth American Air Force, smashed oil plants. In the afternoon 200 Lancasters wreaked destruction on Solingen in the Ruhr. At night 1,000 aircraft returned to the Ruhr to attack Bochum.

In the first attack the Americans cascaded their bombs on the refineries in the Hamburg-Harburg area.

This new blow was part of an all-out heavy bomber offensive from British air bases which is shattering the Germans' war potential at the rate of 20,000 tons of bombs every week—1,000 tons every 24 hours.

When the Americans returned the R.A.F. took a hand and bombed Solingen, in the Ruhr.

Typhoon bombers also attacked and demolished a one-man submarine factory at Utrecht.

Enemy railways were also shot up.

In the early hours of to-day the air offensive was still going on.