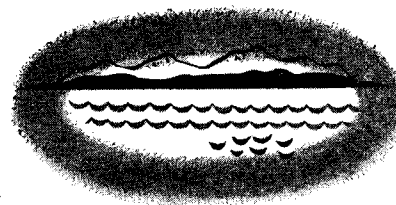




THE STORY OF THE CENTURY

By John R. Nilsson

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FAR BEYOND an ocean, in hostile and foreign lands, 3,500 men of the 100th Bombardment Group fought the enemy in the recent war, from June, 1943, to April, 1945, flying in the B-17's (the Flying Fortresses) from their base at Thorpe Abbots, England. Some of the innumerable incidents which occurred in the mad tumult of war, at the base, or in the skies, are told in this book. Of those who fought, some 775 (no one knows how many, exactly) were slain; the circumstances surrounding their deaths, the hopes secretly kept, the ambitions, the prayers, and the courage, which went down with them in flaming bombers, are unknown. Let it not be forgotten, however, that they were young, with so much to live for, and that they died. To them, the lost men, this book is dedicated.

P R O L O G U E

THE BLOODY HUNDREDTH is notorious; out of the war, it brought its reputation, a long list of the dead, and exploits that are renowned and talked-of at the four corners of the earth.

Aboard ship returning to the United States, in 1944, Murray Schrier talked with other men who had flown in the air over Germany. He mentioned that his old group was the 100th. The exclamations were vehement: "You lucky bastard, we never thought anyone finished from the Bloody Hundredth!"

Bill Dishion, who had flown with the group, attended the University of Southern California after the war, and conversed with others who had mustered out of the air forces, who upon learning that Dishion had flown with the Bloody Hundredth, displayed bewilderment. Their replies were half-jest, half-taunt:

"Say, boy, what are YOU doing alive?"

The adjectives, "ill-fated," and "ill-famed," became companions of the 100th's *nom-de-guerre*; fabulous stories were related of the "terrible" losses of the 100th, and the grudge the Luftwaffe nursed for the group. Few stopped to ask, what part fable, what part truth?

But that little mattered; other airmen heard of the Bloody Hundredth, and shook their heads.

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1

"Oh, To Be in England"

THE TIME, early June of 1943. The mist hung stationary in the nightly air, and the English countryside, so wan and haggard, wore a dismal cloak. The Nissen huts hunched up in the blackout, ghosts at night or, by day, huge tin cans ripped in half. It was an air base, and new, from which the RAF, as Arabs in the night, had pulled up its tents and departed.

As an empty city, the base awaited the hurly-burly commerce of war—the raucous noises, the jests, the trepidations, the boredom, from the whole alphabet of human emotions. They would—magically—transform mortar, bricks, and concrete into an habitation of war. The runways, scars on the good soil, formed an X within the oval perimeter, the four-mile circumference of the airfield; at night, the gaunt shapes of picket-posts, hangars, tool shops, and other buildings, made grotesque designs against the sky. The city was spread out—to one side of the airfield, the huts clustered, in six or more colonies.

In the huts, the beds, usually in two tiers, were crammed together, and the stoves were black stumps which impeded traffic through the aisles, and were gluttons for coke and wood; while, over the windows, muslin was suspended, letting out vagrant scraps of light—sun and rain had faded the muslin. The searchlights, the long-fingered rapiers which cut through the flesh of the night, came up from here and there, from points unidentifiable on the rim of the black night, where the horizon merged together the earth and the sky.

June . . . a handful of dirt felt of nature's wholesomeness, held in the hand; the sky, when free of clouds, was pale aqua-marine; the lungs drew in the rich air. Nature, earth, sky, were the same; but the atmosphere made by man was strange and terrible, for the

heavy hand of war had fallen. The Americans, an ocean away from their homes, had come to possess part of the war.

Within the huts, the radios spoke from Bremen and Calais, in American accents . . . the mockery of Goebbels, his scoffs that Allied airplanes should hurt the Reich, his evil worry of faithless wives and sweethearts; but the Americans were homesick, unused to war, and the jazz music on the enemy radio was a vicarious voyage home.

They called this base Thorpe Abbots. It was "the 100th." The clerks, bent over their desks, spelt it out, "100th Bombardment Group, H," and the H stood for heavy. Coming as the Eighth group brought by the Eighth Air Force to the British Isles, the 1,500 men of the ground echelon had voyaged over, and airmen had flown. June . . . the Flying Fortresses (the spears and shields for a new phalanx of warriors) warmed up on the perimeter, sinister on their fat tires.

Like love, history is where you find it. Lay out the map of Britain, scan it from Land's End to Inverness, and you find no ink-speck for Thorpe Abbots; but the 100th, nonetheless, found its history there, and in the sky towards continental Europe.

The British countryside was haunted by the past, by millions of footsteps anciently crushed into the soil, and blood that had stained it. Thorpe Abbots, the village, rubbed the sleep from its eyes, rustled snugly from its fetters with the old, dead years, and wore its emblems of the past neither proudly nor humbly: its thatched roofs, the well-tended shabbiness, the buildings and churches tired of the world; but neither the village nor its people lent a shred of themselves to the American base which lay nearby, for at the base the bomber engines roared, and the typewriters clacked exuberantly.

Norfolk county, caught by nature in the midst of a yawn, lies back from the North sea, a pot-pourri of nature, its roads undecided of direction, the myriad villages, the fields looking as though a supernatural painter with huge paint-brush had splotted them with hues of green, and the farmers, craggy-faced, silent in their small fields, walk by their wagons under the sullen sky. Their daughters with apple-red cheeks had a passing-fair flair for jitterbugging, albeit many preferred the Calais Glide at their village dances.

The public-houses, the "pubs," are as British as mutton-pie, and there the villagers gather evenings to sip beer, or toss darts. The barmaid says you can have mild and bitter, stout, or Guinness, but nothing else, and she asks: "W'at ye 'ave, now?" wiping her hands on a blotchy apron, and taking glasses from the table, dipping them into cold, much-used water in a basin.

The summer sun in Norfolk county sparkles briefly, iridescently, while in the evening, the fluffy clouds filter the pink sunsets. But at other seasons! Sans warning, sans lightning, the rainclouds—dank and low-hanging—swagger from the North sea, and the rain drips, as nature seems to wring out washrags in the sky. The winter sky is leaden, the bones feel the chill of the sodden air, and the touch of the earth is clammy.

The girls made friends with the Yanks—not difficult to do—who explored life robustly, impatiently, and its taste was not always green apples. The glamor of the Norfolk girls was a tentative quality; there was pathos in it, the seamed cotton stockings, the dresses mended, the cheap ribbons in the hair, but they listened to tales of the Shangri-la of "the States," and thought: "How wordy these Yanks are! How different from our British boys!"

Doubtless, some were lissom, sweet of face, but most of the girls of Norfolk seemed to conform to a more bulky pattern. Some of the 100th men sang a lyric epigram:

"In the services, there are naughty women,
Who will do almost anything, if you have a shilling;
WAVES are half a crown, WACS are half a guinea;
Big fat WREN, two pound ten;
ATS, a penny!"

In Norfolk's rustic dialect (the harshest in England) yes is oi, mate becomes mite, the vowel o is muttered haltingly in bloody, and the Americans jestingly mimicked the dialect, even, years later aboard ship, some hailing stevedores in New York harbor: "Look at them bluh'y Yainks!" "Cheerio, mite!"

Not a few of the girls thought the Americans "rawther pushing," too inclined on ships-passing-in-the-night affairs, although some 100

men from the base married English girls—whom they met at Covent Garden, the garish dance-hall reeking with the smell of cabbages in London, at the Samson and Hercules in Norwich, or at other trysting-places; but many Norfolkers looked at the Americans and preferred Norfolk.

Arising from earth, the Forts awakened the countryside from its sleep with a husky tocsin-cry, and the realness of war towered over the differences between Yanks and Norfolkers, because the obstreperous laughter of Yanks in the pubs and their honeyed words in wooing the girls, had no echo in the din of bomber engines overhead. There were, besides Thorpe Abbots village, Eye, Scole, Diss, Dickleburg, and Norwich (pronounced Nor'ich), the largest, with some 100,000 souls, 20 miles north from Thorpe Abbots. Its castle, lordly atop a Roman mound, was once guarded by archers of King Alfred, its cathedral was built after the conquest of 1066 A.D., and you may kneel on benches—worn by the vigils of medieval monks. At Scole, between Thorpe Abbots and the rail town of Diss, Lord Nelson had an *affaire d'amour* a century ago with Lady Hamilton, and ages ago, Danes and Saxons reddened the selfsame soil, trod on by Yanks walking to the nearest pubs, or their "laundry lady's." The contours of Norfolk county, home for much of the Eighth Air Force, formed like a rump on England, but it was a blunt club raised against Germany.

In June, the 657 days, the tumultuous, mad days, started for the 100th, and death would be a nightmare toy played with, or tossed aside. Some 775 men, in the 22 months which followed, were to draw their last breath on earth stepping into the bombers on the perimeter, while additionally 1061 more fell captives in enemy hands in the 180 bombers which "went down." The crews that touched down at Thorpe Abbots hadn't heard of names such as Schweinfurt, Munster, Merseburg—ugly names!

Soon, everywhere, fliers would call this, "The Bloody Hundredth."

2

The Forts Fight the Subs

They say there's a Fortress, just leaving Calais,
Bound for the Limey shore,
It's heavily laden with petrified men,
And stiff who are laid on the floor.

—An Airman's Lament

COL. "SLIM" TURNER, who brought the 100th overseas, had been Hap Arnold's assistant, and was cut out for a bigger job than group commander, but while with the outfit he became dissatisfied. In training, Bill Veal had commanded the 349th squadron, Bucky Clevon the 350th, Jack Kidd the 351st, Flesher the 418th, and John Egan was group operations—"ops"—officer, assisted by Ollie Turner.

Turner thought, rightly or wrongly, that the existence of "cliques" within the group was detrimental, since sometimes the Kidd and group commanding officer found themselves at odds with Veal, Egan, and Clevon, although this trio of commanders absolutely loved the men in their squadrons, and were idolized in return. Inseparables, Egan and Clevon were legendary figures, "wild men," some said, but indubitably brilliant fliers. The camaraderie among the airmen of the 36-or-more original crews of the 100th was deep-felt, but some had the hell-bent-for-leather, let's-get-through-with-our-missions-and-go-home frame of mind, and whether that partially was the cause of the group's sloppy formations, which made it "easy pickings" for the Luftwaffe on some early raids, was a moot question.

Egan was made air executive when that new job was created, and Ollie Turner was handed the 351st squadron, while Kidd was moved to S-3, operations. Col. Huglin, assuming command as the group pre-

pared for battle, followed Slim Turner's recommendations, moving Egan (who in everybody's opinion except Turner's seemed to be doing excellently) out as air "exec.," kicking him down two steps to commander of the 418th, while Flesher, who had jumped aboard the Turner bandwagon, was put in Egan's old job. Col. Chick Harding, an erstwhile football mentor at West Point, came to command the 100th; within 16 weeks, his "old men" of the group were wiped out, save for a few pilots, Glenn Dye (whose crew was the first to finish 25 missions—in mid-September), Jack Swartout, Bill DeSanders, Sammy Barr, Everett Blakely, Sumner Reeder, and Kidd, with their crews, many of whom had been with the 100th on its first practice flight in December, 1942.

The survivors of the holocaust in months to come, relished anecdotes about colorful fliers like Cleven, the puckish pride of the 350th, who abstained from whisky, cigarets, and women. Bucky's Fort, "Phartzac," was flinching in Luftwaffe attacks at Regensburg, and the doom of the crew seemed unavoidable. Bucky's co-pilot paled.

"I'm getting out of here," he quivered, fastening his 'chute.

Bucky, flourishing the pistol he always carried, turned on him furiously: "You sit there and take it, you son-of-a-bitch, or I'll blow your brains out!"

The group mourned when Cleven "went down" at Bremen. In prison, handed ersatz bread which splintered as he tried to eat it, Bucky, in a contemptuous gesture, flung the bread into the face of his German guard, and later, after 20 months, escaped while on a forced march.

Major Egan ran his eyes over Benny DeMarco, pilot just three inches over five feet, who sauntered in one day, utterly disheveled—clothes, "mae west" and goggles askew.

"DeMarco," Egan said, wryly, "that ain't the way it looks in the movies!"

Jerry Ferroggiaro, angular and raven-haired, who came from Fisherman's Wharf in San Francisco, had fought the Fascists in Spain, and had heard that his father was in a Japanese prison. The gunner installed two barrels in his waist position, where ordinarily

there was but one, explaining, "I ought to kill more of the bastards that way."

The Thorpe Abbots base was ready for war; the 100th flew its first mission June 22, 1943, sweeping on a "diversion" over the North Sea, but the anointment in the baptismal font of Mars came three days after. Bremen was the target, and the 100th, led by Swartout, emerged through clouds over enemy territory in a loose formation. The Luftwaffe pounced, shooting down three bombers—the 30 men in the three crews were killed except Alonzo Adams' navigator, Nick Demchek.

A thin thread tied Britain and America together, and the Germans wanted to snip it, for history, as an unwanted woman, stays around after its usefulness is over—the Kaiser had tried dis-joining the sea link in the first World War. In the summer of 1943, shiploads of deadly, brassy machines of war at which people had looked, trembling in awe, on the assembly line, were at the bottom of the sea, and caused no awe among the fish. The villainy of this belonged to the U-boats, which sneaked back to their hideaways, at St. Nazaire and La Pallice, on the Atlantic coast of France, and Trondheim, Norway.

Orders to go after the subs clacked over the teletype, and a runner, in a flourish of secrecy, brought the messages to the "war room," where the "duty officer" was perhaps in a soliloquy instructing an underling what cajolery to use on the mess sergeant, at 2 a.m., to obtain a jug of coffee. To St. Nazaire, Cleven, with Leonard Bull his navigator, led 16 ships, including DeSanders, Ollie Turner, Sam Turner, and other crews, to the sub nest tucked in below the Brest peninsula, and bombs from 27,500 feet—some five miles up—fell on the target. When the crews flew back to Thorpe Abbots, Bernard Hanover, of Baltimore, displayed a gashed hand and a pellet (a fragment of the dreaded German "flak"), which won him the first Purple Heart. Glen Van Noy, of Chelsea, Okla., described his exploit—one engine sputtered on his ship, while Focke-Wulf's and Messerschmitts lurked like birds of prey. He ducked to within 50 feet of French soil, and flew back.

La Pallice came the Fourth of July, with the chubby Harding fly-

ing in the lead ship with Ollie Turner. Bombs, 1,000 pounders, were dropped while the foe came feebly, and James McCusker, Niagara Falls, N.Y., was the first gunner "to fire in anger." Over La Pallice, noticing his top turret man, John Shay, slumped without oxygen, his mask unhooked, Egan left his own oxygen—a perilous adventure—and as the turret revolved, barely escaped being crushed, and replaced the gunner's mask.

The fliers had begun to face death, neither stranger nor friend, with outward gayety not shared by warriors chained to the ground; mayhap the flamboyance was a mask to hide nerves that were becoming taut. Bucky Elton dreaded nightmares, and went to sleep in the room with "Smokey" Stover, the medic, to calm his nerves. Fear was the co-pilot for bravery, for to be brave was to feel fear. "Boy, there's a war on!" ejaculated one radio man, George Janos, in the after-mission hubbub of the "interrogation" room, while others jested that "the Luftwaffe seems to be using real bullets."

In mid-July, the 100th set out to bomb the Luftwaffe airdrome at Le Bourget, near Paris, where "the Yellow Devil of the Luftwaffe," a German ace, was heralded as a one-man air force—he flew with hectic bravado through the U. S. formations, with small American flags, representing Fortresses he had destroyed, painted on his airplane. Thrice, the group flew to Paris, but returned dejectedly without bombing as bombs in cloudy weather were not dropped on the Wehrmacht in France for fear of bombing French civilians by mischance. July 14th, the 100th flew across the French coast into a maelstrom of furious flak bursts, and Luftwaffe squadrons. Two men in "Wild Cargo," piloted by Curtis Biddick, were wounded, Al Vickers, who suffered a fractured arm, and John Stireman, a shell torn ankle; both fought at their guns for 30 minutes, for bravery, hunger, fear and fatigue were commonplace among the airmen. The 100th fought on to Le Bourget, leaving in its wake seven destroyed antagonists.

"Crankshaft" Cruikshank, of Everett, Mass., swerved out of formation, July 17, when flak smashed an aileron hinge, with some 100 of the foe present, including Junkers 88's which dropped bombs like bundles of firecrackers on the American bombers, and fired the 37 mm.

cannon. Hamburg was spared by bad weather, and "Crankshaft" came back. The enemy was becoming desperately ingenious.

"Crankshaft's" crew glowed. "We're going to take 'Bastard's Bungalo' back to the States, show her off, and drink milkshakes!", but weeks later, Munster would intervene, and "Bastard's Bungalo" would be a twisted wreck.

With braggadocio, the crews told of the devastation bombs had wreaked—"There's no need to send anyone else down to La Pallice!" and "That's one 'shack' that ain't there no more!" They would rue the day. What bombs tore down, the enemy rebuilt (Goering termed it "the race between the shovel and the bomb"), and the airmen ate their words with the bitter sauce of anxiety, flying to targets they had "destroyed."

To show the route, additional sheets were pasted on the maps in the briefing rooms, for the 100th was named for its first Third Division "lead" on the 12-hour flight over the North Sea to the subpens at Trondheim, Norway. Harding led on July 24, and 20 ships fought a swift battle with the Luftwaffe, and dropped 37 tons on Trondheim. Harding's navigator was the lean, cheerful Harry Crosby, who wanted to be an Iowa politician; he flew on lead crews on 15 raids, and as command navigator for the rest of a tour and a half. "Crozy," whose chest bloomed with three DFC's, one for Trondheim, was the only "old man" of the 100th who months afterward flew on the 300th mission. Trondheim was the longest flight of the war, and for the third time the bombers, flying miles above the earth, struck at the hostile weapon whose element was below the surface of the sea.

So war's complexity had become, from ancient times when spears and shields had been used; for howsoever the tools had changed, not men's minds. In the dim past, warriors left the battlefields to pass around the mead-cup, for forgetfulness of slaughter came in drunkenness, even as centuries after, humans who fought (not as mere savages with crude spears, but with complicated weapons high in the air) returned from warfare. They drank, too. The airmen—gunners, navigators, bombardiers, pilots—had had their patterns of ambition and

precious friends, saw their friends die casually, and knew some of them would be the lambs of sacrifice.

True, hilarity oft held sway—"Cryin' Joe" Kelly and Harding, both tipsy, decided to fly a one-ship raid to Berlin at midnight, a brainstorm halted after Joe, with a .45 automatic, held up the armament section; once Harding mirthfully strummed a base fiddle, while fist-fights were fought between his men and uninvited visitors from the 95th—but the 100th's "Originals" were great fliers, no pilot having less than 1,000 hours. "Big Chief" Moreno claimed one ship he brought back had 1,500 flak holes; Dick Carey's father drowned after a mishap over the Pacific, when the elder Carey insisted Dick let him sink, so the boy might save himself—in the war, Germans fished the fliers from the North Sea; Van Noy, one wintry night, tried escaping from Stalag Luft III prison-camp by be-togging himself in a white sheet, crawling through snow; Pinky Helstrom, ill-advised by his navigator, mistook the Brest peninsula for England, and landed there; Cleven once buzzed the control-tower with but one engine; Armanini composed the famous lyric parody, "Oh, your rear is like a stovepipe, Nelly Dar-ling!" etc., and the pianist, "Holly" Hollingsworth, was in the music ranks with his tune, "I'm not in the nude for love, I'm selling this thing for money!"

Harding, who had an index of the twists of human nature from his years at West Point, seemed oblivious of the raucous bedlam in the officer's club, for there were brawls, bicycle races inside the club, glasses smashed. The world about them was mad, and the man who was untroubled in mind and spirit after he saw a bomber carrying 10 men crumple in flames, had flesh and brain not human, but of iron.

3

Tail-end Charlie on a Shuttle Run

There were Me. 109's and Focke-Wulf 190's,
And they hit them at the "I.P.",
Now they may not scare you,
And they may not scare your brother,
But they sure scare the hell out of me!

—*An Airman's Lament*

HARDING hinted to his pilots the night before that "something big" was afoot—crews must carry water canteens, mess kits, blankets, English pounds, on the mission next day. A few hollow laughs trailed through the briefing room at 4 a.m., August 17, 1943, and the secret was out, when Harding said, "It's a Luftwaffe single-engine fighter plant. You fellows know what that means to you!" The red string on the wall-map led across Germany to Regensburg, then, not homeward, but to Africa. The field was mantled by mist at taxi-time, 5:35 a.m., and a delay of 1½ hours was ordered; gunners quietly field-stripped their 50 calibers; other, pretending sleep, lay on the grass, peering up to the dim stars half-concealed by the mist.

The 24-year-old "ops" officer, Major Kidd, of New Rochelle, N.Y., was Harding's choice to command the 100th. Kidd, a disciplinarian, was one of the few who realized the problems with which the 100th must cope, and carried much of the load of the 100th—while Harding was well-liked, he was ill much of the time—until "Colonel John" Bennett relieved Flesher, who was continually at swords-points with the squadron commanders. Kidd formulated the 100th's briefing processes, and worked every night. The 100th, on the Regensburg raid, was to fly last in the cavalcade of bombers—the last to run the

gauntlet as "tail-end Charlie," a phrase full of portents! The Luftwaffe often made a shooting gallery out of the tail-end ships. Kidd flew with "Blake," Everett Blakely, in "Did You Say 10 Cents," the lead ship, with "Croze" as navigator, and J. R. Douglass, bombardier, while Cleven and Veal led squadrons behind. (Later, the 349th, under Veal, suffered such heavy losses that it was almost too much for him, and he was sent to the "flak house," the rest home, several times when he was needed most. Veal took it so hard when his squadron was hit worse than the other three that his confidence sagged, and it was with relief that he left the 100th, some days later, to be chief of staff under Witten at 13th Wing headquarters.)

At 7:30 a.m., summer mist mantling the bomber bases in England, the 100th broke out of the clouds, and the three squadrons formed gradually, low to the left and high to the right of Kidd's squadron; groups formed wings, and wings fell into the procession of the Third Air Division. The division, 150 bombers strong, stretched out 15 miles, headed for Regensburg (another force simultaneously attacked Schweinfurt), was led by the illustrious Gen. Curtis LeMay, and was deployed so that all guns could fire against the enemy. The division flew over Lowestoft, on Britain's North Sea coast.

The stage was set—the staffeln of Focke-Wulfs and Messerschmitts, tipped off by German radar, were alerted, and German boys fastened their gear. At 10:08, over the Dutch coast, south of The Hague, the gunners' beady eyes searched every inch of the sky, and looked down at the crazyquilt design of earth 17,000 feet below. The news came in crisp sentences over VHF, the "very high frequency" bomber-to-bomber radio, at 10:25 a.m.: "FIGHTERS UP AHEAD!"

The U. S. escort, their range only 200 miles, had gone—headed back to England. The muscles of two giants began to flex over Germany . . . a battle of supermen in a fantasy of H. G. Wells. Human anger had flared at local spots on earth, rooting out the paths of mankind at the Verduns and Thermopylaes, but the battle called Regensburg defied the shackles of space, and raged from Antwerp to Regensburg, grotesquely, the goal of the bombers not to capture mounds of earth, but to proceed in the sky to bomb a factory where Me. 109-G

airplanes were made, for war, in 1943 A.D., was no affair of mere swords and shields.

The Luftwaffe came, the first waves eddying against the 100th, in three minutes, its fighters (colored blue, red, and aluminum) swarmed, and the battle came with a sudden crescendo; the Me. 109's and FW 190's everywhere fought savagely. At 10:41 p.m., near Eupen, Germany, two squadrons of 12 Me's and 11 FW's climbed precipitously towards the 100th, pulled ahead, and came in head-on.

Roy Claytor, of Hollywood, Ala., felt his ship shudder at the eastern border of Belgium, and looked at his left wing—on fire. Claytor rang the bail-out alarm, and parachuted out, joining Quinn, radio operator, Ray Nutting, co-pilot, and John Burgin, engineer, all of whom later escaped through the Belgian underground, although Kenny Torch, bombardier, was caught after hiding eight months.

Curtis Biddick's ship, hit by shells, began "flaming and blazing like a torch," and many in the embattled formation saw Dick Snyder, co-pilot, climb through a gaping hole by his seat onto the wing, then lean back for his 'chute. Caught in the slipstream, he was thrown against the tail. The navigator, John Dennis, and Dan McKay, bombardier (who was burned), jumped through the flames, looked upward and saw Snyder's death. Biddick stayed in the ship, which nosed up 200 feet, exploding, with metallic scraps spinning out.

The airmen, to see the lurid mosaic of battle, had only to open their eyes—to see gas tanks on Ronald Brailey's ship spew flames and watch him slip sideways so his crew might avoid the streamers of fire in bailing out—to see the debris of mae-weests, escape hatches, the flotsam and jetsam of sunken bombers, men tumbling through air with arms about knees in delayed jumps from the doomed ships of Henry Shotland, Don Oakes, Tom Hummel, and others—to see perhaps 60 dingy yellow German and white American parachutes, at a sweeping glance—to see the orange sheets of flame, consuming metal and human flesh alike.

In the pandemonium, the gunners fought 75 of the foe at one time. Norman Scott, pilot, of Los Angeles, saw the enemy dart through the formation and turn about furiously. Enemy planes which had been

freshly gassed lifted up from tiny geometric patches of earth miles ahead, so that one swarm landed as another rose, nevertheless one slip in the time-table gave a 10-minute respite for the bombers. The 100th shrank. Kidd had reflected—an hour before—that the formation was beautiful over the gilded waters of the North Sea; but the battle was yet young when he asked his tail gunner how many remained.

"Nineteen." The answer meant two planes were down.

After an interim of seconds, Kidd inquired again.

"Fourteen."

Kidd said later, "I saw ships from other groups ahead going down; one, afire from cockpit to tail, pancaked over with fire coming out of three gas tanks. Something happened every way I turned my head . . . I even saw the Jerries trying to drop bombs on us." Kidd, every few seconds, yelled, "Fighters at 11 o'clock!" and the interphones of other ships pulsed with similar warnings, Col. Beirne Lay, the writer, flying in "Piccadilly Lily," with Murphy, hearing the battle dialogue:

"Lead 'em more; give 'em short bursts!"

"Bombardier to left waist gunner, 'Don't yell, talk slow!'"

"Focke-Wulf at 11 o'clock!"

Near Cologne, Capt. Bob Knox lagged, with one engine out; another was hit, and he dropped from his spot at the right of Cruikshank in Kidd's lead squadron. Col. Lay watched Knox turn back (he had seen two other Fockes, forced out of formation, dip wheels as they were surrounded by Germans, who circled without firing).

Knox made a hasty canvass of his crew:

"Do you guys want to make Switzerland, or try to make it back?"

The consensus was "Thorpe Abbots," so Ernie Warsaw, navigator, gave the course.

Lay watched Knox, and believed he saw Knox's wheel go down, which, in the so-called "laws of warfare," was an implied promise of surrender by landing in enemy territory, an arrangement acceptable to the Luftwaffe—which wanted the Fortresses intact. The enemy, Lay said, circled; then, vengefully, Knox's gunners shot down the "escort" ships—according to the "eye-witness" story. Other Luftwaffe, Ju-

88's, FW's, and Me's, on their way to refuel, destroyed the bomber in 50 seconds.

John Justice, in "Pasadena Nena," was last in the 100th, unenviably bringing up the rear for the Third division, while wisps of smoke from hot shells, shell casings, and the smell of burnt cordite permeated the nose, so that Peter Battisti, navigator, opened a ventilator to breathe. "Horny," flown by Henry Henington, was surrounded, three of the foe converging on the left, seven to the right. Al Fahlstedt, bombardier, drew a bead on one Me. driving in, which exploded, barely 40 yards out. Joe Roderick, radio operator, worked prodigiously on repairs after shells wrecked the interphone. Blanton Barnes, at the nose guns of "Blackjack," blew up a Luftwaffe plane in mid-air, and anent that incident Paul Pascal, navigator, said, "I saw that German guy thrown out, his 'chute caught fire, and he clawed at the shrouds while it shriveled up."

From Cleven's rear element, three ships were knocked down south of Antwerp, while six 20 mm. shells sundered the 350th C.O.'s Fort, killing Norman "Smitty" Smith, radioman, and wounding the top turret gunner and bombardier. The indomitable Bucky calmed his terrified crew when they begged to bail out, and it was, as Col. Lay wrote later, Bucky's "finest hour."

The Germans withdrew near Regensburg. In 130 minutes, nine of the 100th's ships were doomed, the group's gunners shot down 60 or more of 250 enemy planes plucked out of the sky, and the 100th dropped its fiery cargo of incendiaries atop the bomb bursts from other groups, as smoke foamed 20,000 feet, and thus, deep in Germany, the Me. plant felt the crushing mailed-fist of American air power.

Glen Van Noy, knocked from formation near Regensburg (W. H. Couch, bombardier, nailed the enemy that hit a second engine), skeddaddled towards Switzerland while the Luftwaffe pecked away. The enemy, 30 miles from Swiss soil, abandoned the chase, and Van Noy proposed to try for Sicily, hugging the mountainsides to dodge the Brenner Pass flak. In north Italy, he swooped to bomb a Luftwaffe hangar, but a perverse 300-pound fire-bomb stuck in the bomb-bay

would not release, and in Genoa bay, edged between two German warships too flabbergasted to fire; while still later, his top turret, the sole gun with bullets after the others had been jettisoned, frightened off two patrolling seaplanes. With one badly-taxed engine, Van Noy "ditched" into the Mediterranean, 40 miles off Sicily, and the crew started rowing in dinghies.

After struggling on two engines over the Alps, Ronald Hollenbeck gave the command to "bail," and his co-pilot, E. Reed, came down in a British prisoner-of-war camp; G. Kiersey, a gunner, escaped later to U. S. Lines.

For their country it was a triumph, but many could not forget the blood that triumph costs. "Smitty," Cleven's radio man, who married before going overseas, had heard that his wife would have a baby at Christmas-time. One 20 mm. shell tore off "Smitty's" leg, killing him. A shell grazed the head of Sammy Barr, the short-framed Mississippian, who flew with Veal; Barr and his bombardier, 220-pound "Big Joe" Armanini, one-time Dartmouth grid star, rose to high rank. Lives were the stakes in war's dice game, a fateful throw took some, spared others.

The 100th, traveling by way of the Brenner Pass, onward near Corsica and Sardinia, landed 9 hours and 40 minutes after take-off at two African airfields, Berteux and Telergma, one mile apart, the loss being 22 men dead and 78 captured. The airmen slept under the wings in the African night. Next morning, the valiant Van Noy crew (which included an observer, Col. Bill Kennedy), was captured by a seaplane escorted by an Me. 109 within sight of Sicily.

In Africa, the impish Texan, "Cowboy" Roane, added a donkey to his crew, and named it "Moe," and his gunners loaded blankets over Moe for the flight back to Thorpe Abbots. Roane shot off red-red flares as he flew over the home base, the signal to indicate a grave crisis aboard ship, and gave a radio message to the control tower:

"Stand by, I'm coming in with a frozen ass!"

The ambulances and crash-trucks were galvanized into action, and worry and tenseness showed in many faces. The Cowboy landed, and led forth his shivering donkey.

4

The Saga of the "Squawkin' Hawk"

We took a tour, tour, yes we took a tour,
To the Ruhr, to the Ruhr,
We took a tour, tour, yes we took a tour,
To the Valley of the Ruhr!
My eyes are dim, they cannot see,
The searchlights, they are blinding me,
The searchlights, they are blinding me!

—An Airman's Lament

THE TOAST of the base, Moe brayed about for months until someone made a startling find about her sex, and the name had to be changed to Chloe. Eventually, the lonely Chloe (the other donkeys at Thorpe Abbots, it was said, didn't speak her language) pined away, and died.

The "Cowboy" was bereaved, but his morale was boosted, as he was about to leave the base, when Colonel John Bennett beseeched the crews to rise one day, and repeat in pious unison:

"COWBOY ROANE, CAN DO NO WRONG!"

Last heard, the "Cowboy" was attending a party at the Olympic Hotel in Seattle. Another celebrant, for some curious reason, was hanging out a sixth story window, clutching onto the ledge, and the "Cowboy" was beating on his fingers.

Walter Grenier came to Thorpe Abbots, Sept. 6, and with bags not even unpacked, went to chow. The Stuttgart raid was a-making, and the newcomer (who had lived in France many years) was selected to "fill in" and fly the mission—a trifle rushing. Shot down, they called him, "The Man Who Came to Dinner."

Sumner Reeder, married before the war to a St. Louis girl, and H. E. Edeburn, co-pilot, of Brooksville, Pa., were edged out by Justice in the race of "spares" to fill in one empty slot on the Regensburg jaunt, but flew "Squawkin' Hawk II" to Stuttgart, where flak danced a whirling dervish, red-hot metal spinning through the air, 10 bursts a second. The Luftwaffe FW's confronted the 100th, and one exuding 20 mm. shells, threaded towards Reeder at 24,000 feet. In the exchange of bullets, Harold Pope, the top turret gunner, blew up the FW at 400 yards—but the dying German pressed his triggers, and cannon shells crashed against "Squawkin' Hawk," into the nose compartment, a gas tank, and cockpit.

Reeder glanced over. His cockpit partner, dripping blood, lay across the controls—the shell had gone through below the right shoulder, and exploded against the armor plate; fragments bounced back, and his back was partially blown away. Deliriously, he tried to stay erect, gripping on the right edge of the cockpit seat, and, after Pope carried him to the hatchway, sought three times to rise up. Fragments which smashed into the Fort's nose tore out one eye of Russ Engle, navigator, of Clarissa, Minn., and wounded Pete DeLao, bombardier, of San Antonio, in face and body. Engel climbed into the vacated co-pilot's seat, blood issuing from the eye-socket and despite his wounds tried to soothe the distraught Reeder. Conner Brewster, radio operator, of Montverde, Fla., gave first aid to Engel, but little could be done for the co-pilot who was dying in the hatchway—death came in 20 minutes. Flak crunched below, and "Squawkin' Hawk" lurched up. To salvo the bombs, Pope had to move the co-pilot's body.

DFC's were bestowed on Reeder, Engle, and on Edeburn, posthumously. A few months later, "Squawkin' Hawk" was flown back to "the States" for a bond tour, but those who saw the battle-weary old bomber in the safe comfort of the airdromes had never heard of her heroic co-pilot.

Henry Henington, of Houston, flew the maimed "Horny" homeward after a Paris raid in September, losing altitude 500 feet a

minute. An engine burned, and as Capt. A. A. Fahlstedt salvoed bombs on a French field, the pilot prophesied:

"Looks like we'll have to 'bail'."

Ward Dalton, navigator, was dismayed. "Not me, that flak over Paris happened to shred my 'chute, and I don't have anything to jump with!"

So, limping on, "Horny" flounced into the channel, Henington and Homer Tripp, co-pilot, of Westerly, R.I., diving out cockpit windows, and Wally Meyer, engineer, of Rochester, N.Y., detaching life rafts. The crew was out in 15 seconds, but "Horny" stayed up 20 minutes.

Sept. 24, on a practice mission over the coast of Holland, the 100th (some guns unloaded, with some skeleton crews) was accosted by the Luftwaffe; dogging the fleeing bombers half-way across the sea, the enemy shot down John Gossage, from Rhode Island, with three of his crew drowning.

The rumors began spreading about "the Bloody Hundredth." In prison camps, it was whispered that Goering was infuriated at the supposed violation of the "rules of warfare" by Knox, and was stirring up a witches' broth for Thorpe Abbotts.

Over Stuttgart, George Janos and Frank Dannella bailed out, and the next day were marched with 50 others down the streets of Frankfurt while civilians milled about and scowled epithets in English, with surly accents. "Son-of-a-bitch Roosevelt children!" they screamed, waving sticks, and throwing stones, "son-of-a-bitch Roosevelt children!" The captives were taken to Stalag VII, and crowded in one small compound, where the food was filthy, and sickness, fleas, and bedbugs abounded. The two gunners were questioned by a Luftwaffe captain who brought out a folder.

Janos and Dannella glanced down, seeing the words, "418th Sqdn., 100th Bomb Group."

The interrogator smiled, "How is Thorpe Abbotts, now?"

"I Thank God For Such a Crew"

Oh, my name is Two-Drawer Merrill,
 And I'm just a paddle-foot;
 When the 17's are up, I think the idea's goot;
 Oh, the guns begin to blaze away,
 And the flak begins to pound;
 But it doesn't bother me at all,
 For I am on the ground!

—*An Airman's Lament*

SEPTEMBER was redolent of memories for a 20-year-old youth, Dick Agor, memories of school back at Shamokin, Pa., of nights of cool mountain air at Lowry Field near Denver, of photographic work he loved, and with autumn coming on, at Thorpe Abbots, imagination could fill in what was lacking in the charts and diagrams of battle. Armament men loaded guns with the steel embroidery of 50-caliber bullets, and bullets killed. But powder, steel, and lead also were heaped up at Luftwaffe bases and around the Germans' anti-aircraft guns. Morbid or realistic, imagination could play on the prospect that some men in the barracks would be dead, anon, and some Forts at sites on the perimeter would be clumps of wreckage. Dick, a ball turret gunner on Meadows' crew, wrote to a favorite uncle, "We prayed coming home today," the only time he ever mentioned war in his letters. In September, sharing premonitions that others felt, he ordered roses to be sent to his mother in Shamokin for Christmas.

Twenty-one ships took off from Thorpe Abbots Oct. 8, 1943, six in the lead, six low, and nine high. Kidd, Blakely, and Crosby in

"Blakely's Provisional Group" (so named because on its first mission it flew alone over a target) led. The 388th bomb group led the Third division, and the 100th—carrying 100-lb. jelly and gas incendiaries—formed in record time of 18 minutes, and flew fifth in line. At 12:46 p.m., the group flew at 9,000 feet over "Buncher Eight," at Framlingham, England, and at 1:29 p.m., the bombers left the English coast, in perfect formation. Bremen, where shipyards were located, was the target, and only 30 seconds before "bombs away," flak and enemy fighters (some disguised as P-47's) accosted the group. Ray Gormley's gunners threw a stream of bullets into one FW, which dived through the formation and rammed Gormley—his ship was the first to go down. Flak thudded into Alvin Barker and his ship started down under control, but fire appeared, and it exploded. Blakely and Kidd peeled out—four men wounded, two engines knocked out on the left wing, radio and hydraulic system useless, the crew groggy and bleeding. A shell knifed through the stomach of Lester Saunders, chunky waist gunner of Chicago, and other fragments struck the pelvis of Lt. Charles Via, of Clifton Forge, Va., who manned the tail gun; a flak burst wounded Bill McClelland, of Omaha, twice, as he sat cramped in his ball turret—a piece of his scalp the size of a penny matchbox top was shot off—and another shell exploded by the right waist gun, stunning Ed Yevich. Amidst the angry Luftwaffe, the ship of Kidd and Blakely sagged through the air, alone.

Over Bremen, flak smashed the control rudder of "Messie Bessie," and as Walter Moreno peeled out, the Luftwaffe attacked 12 times, while the old familiar "wuff-wuff" of flak exploding underneath sent Henington's "Horny II," down 4,000 feet through mad hordes of FW's and Me's. In "Sunny II," Raymond Harjo, of Wewoka, Okla., was hurled down into the gangway to the bombardier's compartment when a 20-mm. shell blew away the top of the upper turret, but he was undaunted—no time to quake before the enemy, for all still able fought valorously. Barker and Gormley were dead, their bombers smoked in charred heaps on the earth below. One shell coursed through and exploded Frank Meadows' ship southeast of Bremen. Harjo climbed into his top turret, blood from head wounds smearing

his glove, freezing on gun handles as he gripped them, and, unprotected from hurricanes of air from the slipstream, saw an Me 109 coming. The gunner's bullets seared the air, the enemy exploded. In "Sunny," the tail gunner, Don Pilgrim, of Pocatello, Idaho, hunched his shoulder, feeling burning muscles—a slug had lodged in his right arm—fought a dozen enemy planes which flew in crazy, wheeling courses, and shot down one.

James Ward, a gunner blown out of Meadows' ship, pulled the ripcord before his mind blotted out, and Bill Hubbard, descending in his 'chute, saw Meadows' Fort drop by a super-highway near Bremen. Hubbard was clapped in "solitary," and threatened with death unless he would "talk," but he refused, and the Germans forced him to walk 100 miles to prison. Ward was unconscious 10 days in a hospital.

Kidd and Blakely left the target with three engines, the Luftwaffe in pursuit. Mortally wounded, Saunders spread his legs to fight off the pain, grasped his gun, and shot down an Me. 210 in flames, and groped towards the radio room for first aid. Via, hurt a second time, shot down a fighter, and McClelland, not mentioning he was wounded, stayed in the ball turret, climbing out for a shot of morphine when he was sure the enemy had gone.

Bombs from 14 ships fell on Bremen; besides Meadows, Gormley, and Barker, the ships of Arthur Becktoft, Herb Nash, Bill McDonald, and the 350th's C. O., Bucky Cleven (who had fired off flares in a vain attempt to reassemble his squadron) had lunged to earth. The debit of battle included 25 lives taken, and imprisonment of 41 from the 100th. When Kidd and Blakely came in for a crash-landing, with 1½ engines, McClelland, benumbed by morphine, mistook the preparations for new attacks and tried to climb into his turret. The incomparable crew, inspired by calm leadership, had shot down nine enemy planes and fought off the last German attacks over the channel. The ship crash-landed against a tree near Norwich.

Moreno and his co-pilot, John Phelan, of Butte, Mont., landed "Messie Bessie" without brakes, and Paul Ledbetter, the bombardier,

of Fullerton, Cal., exclaimed: "Boys, that Bremen was a flak-run, not a milk run!" J. T. Griffin, of Easton, Md., "Sunny's" pilot, inspected bullet holes in four propellers. Gen. LeMay decorated Yevich, McClelland, Kidd, and Blakely, the 418th "C.O.", who humbly said, "I thank God for such a crew."

At the cemetery at Waller Friedhof, near Bremen, the Germans wrote the names of one crew: Frank Meadows, Lloyd Evans, Frank Bush, Robert Wussow, Dexter Pate, Harold Jackson, Vincent Sapone, Richard Agor, and at Shamokin, Pa., a dozen roses came at Christmas from a youth who had died in his ball turret, while over the graves at Waller Friedhof were white crosses and the date, Oct. 8, 1943.

6

"It Appears to Have Been a Catastrophe"

With six "Q.D.M's" and some bloody good luck,
 We made the Limey shore;
 The clouds were "eleven-tenths" right on the deck,
 And tried bloody hard to be more;
 They dug up a windmill and six thatch-roof shacks,
 As they traced us back to landfall . . .

—*An Airman's Lament*

PLANS FOR the day's war formed the morning of Oct. 10, 1943. Trucks groaned like huge ogres in the night with the cargo of war, tires giving the whip-snap sound of rubber against concrete, passing over damp ribbons of pavement which tied together Thorpe Abbotts base, and trailers carried the cigar-shaped bombs from the revetments to be gorged into the pot bellies of the bombers. The men working at the dispersal sites of the bombers moved with the cold personality men assume in the dead of night, for the night was black and hollow, and pink moonbeams fell frailly on the wings of the bombers. The jeeps snorted about the base at a dozen points. Searchlights, miles away perhaps, shot spasmodically upward, feeling with cone-shaped fingers through the upper layers of darkness as lights flicked on in the fliers' barracks. Minutes later, with eyes lackluster from a poverty of sleep, with unadmitted prayers on dry lips, and numb from the unreality of the reality, the fliers walked to the mess halls or clambered on jeeps and trucks, and soon the dim-lit figures moved into the briefing-rooms, navigators with lips pursed, pilots, co-pilots, bombardiers, with eyes half-closed. They listened. The briefing officer's stick scratched over the wall map, indicating a

German city north of the Ruhr near the Dutch border, and he droned, "Your primary will be workers' homes, here at Munster."

War in its inescapable course had come to this for children and the aged as well as workers lived in workers' homes; true there had been Coventry and Rotterdam—American airmen wantonly killed by German civilians after bailing out—poisonous contagions in the hearts and minds of Germans, whatever their number, who embraced fascism, and who, that very moment, slept uneasily in Munster. Simpler, it might be, to bomb workers' homes than factories.

The plans for the mission went on, maps pulled from shelves, zippers on bags unfastened; were these the dark ages, some soothsayer might have raised a boney finger to croak shrilly, "Beware!" but it was a thousand years too late for soothsayers.

The 100th formed at 23,000 feet behind the 95th group, whereas back further in the Third Division column were the 96th, 388th, 94th, and 385th groups, with Major Egan commanding the 13 bombers of the 100th. The division flew over Holland; Munster lay dead ahead. Nine minutes flying time from Munster, shortly after the American P-47's had turned back to England, 250 Me. 109's, Me. 110's, and FW. 190's appeared, as scornful of death as desperadoes of the Wild West. The Luftwaffe flew closer, in a mass, then spread out to attack solo, writhing in the air until 500 yards distant, then callously flying straight-and-level to within 50 yards. The Me. 110's lobbed rockets 20 inches long, and Dorniers 215 and 217 bombers were thrown into the fray, flying parallel 1,500 yards from the 100th. Rockets ignited Egan's ship, and as fire spread over wing and cockpit, he peeled out, five ships remaining with him, separating from seven others. Capt. John Justice and two wingmen pulled up with the high squadron and peered down at Egan's strayed contingent 5,000 feet below, while the Me. 110's stalked from all directions but mostly the rear, unloosing four bursts of rockets then to observe the damage before firing again.

It was a frenzied scene: flak made a cauldron of the Munster skies, and two more ships sprawled in flames as FW. 190's closed in. Fighters swarmed about the squadron of Egan, and Roland Gang-

wer, of Bethlehem, Pa., dropped the ball turret to lighten Egan's ship.

"Rosie's Riveters," flown by Robert Rosenthal, of Brooklyn, and his co-pilot, Winifred Lewis, of Houston, was alone over Munster when the bombardier, Clifford Milburn, of Chicago, asked:

"Rosie, shall I drop 'em now?"

"Not yet."

Milburn insisted, "We're over Munster, Rosie."

"Drop the bombs," said Rosie.

Justice and his co-pilot, John Shields, brought the 100th's remnants over Munster—the workers' homes already burned—where another group 500 feet directly overhead dropped bombs, forcing the formation with Justice to scatter—the coup de grace. The 100th in seven minutes was decimated. Columns of black smoke pointing upward from the earth and the thud of bombers against the hard German soil told the mournful news that the ships of Bob Kramer, Bill Beddow, Maurice Beatty, and others of the 100th, had been destroyed, as well as five of the 95th, eight of the 390th, and at least 177 Luftwaffe craft. The Forts that looked so virile and deadly at Thorpe Abbots in early morning were feeble, torn masses of metal, strewn over the earth around Munster, whose very air was infected with death.

"Rosie" turned away from Munster, and the Luftwaffe came, two, three, and four at a time, to claw "Rosie's Riveters," as lions claw at a wounded elephant in the jungle. Heroism contagiously caught the crew, for men like Loren Darling, of Sac City, Ia., and John Shaffer, of Curwensville, Pa., both wounded by 20 mm. shells, fired waist guns until they collapsed from exhaustion as the ship slugged its way to the French coast, where the enemy quit.

In another arena of the sky, meantime, one of Justice's engines was knocked out, and he joined another group. As the Luftwaffe attacked, his ship went into a spin and all his crew bailed except himself and Shields. The pair pulled out of the spin after tumbling 5,000 feet, and the co-pilot climbed into the top turret to ward off the enemy which stalked the stragglers. He came down, blood oozing from his

mouth, to hand Justice a parachute, and both jumped. The co-pilot died in the descent to earth, and Justice said:

"He never gave up until they killed him."

The 100th, 13 ships strong in the morning, had flown through the valley of death, and "Rosie" alone remained. Ronald Bailey, of Hempstead, N. Y., plotted the navigational course back to Thorpe Abbots, and the radio man, Michael Boccuzzi, carried the two wounded waist gunners to the radio room. At Thorpe Abbots, many pairs of eyes scanned the horizon for first glimpse of the powerful force of bombers which had taken off. One ship landed.

"Rosie" paused by Marvin Bowman, "Major B," the intelligence officer, to ask a sardonic question: "Are they all as tough as this?" and got in an ambulance with his wounded. Two engines were shot dead, interphone and oxygen systems were out, and a rocket shell had missed by narrow inches a gas tank. The ministrations of the angels seemed constantly available to "Rosie" in his extravagantly dangerous career which eventually included 52 missions. Most airmen, with no hatred of the enemy, flew to put in their 25 raids, and get home, but not "Rosie." His obsession of hate of the enemy was rare and enigmatic. "One of his brothers was killed by the Jerries," or, "He hates Nazis for persecuting his relatives in Germany," it was rumored.

The evening of Munster, the 12 lost crews' belongings, frayed envelopes of letters whose calm reassurances had been read many times, pictures of sweet, anonymous, feminine faces, military jackets with Air Medal ribbons neatly pinned on, were stuffed in bags. "Rosie's" crew, Clarence Hall, top turret gunner, of Perry, Fla., Ray Robinson, ball turret gunner, of Arkansas City, Kan., and other gunners, returned to almost empty barracks. Bill DeBlasio, tail gunner, wrote in his battle diary, "By the Grace of God, we were the only ship to come back." Justice, the pilot, was spending his first night in hiding, eventually to escape through Holland, Belgium, and France, to Spain. Of 121 men lost, 33 were dead, and many were bound for prison camps. Since June, 42 crews had been lost.

The group had won its nom-de-guerre: "The Bloody Hundredth."

Gen. LeMay, conducting a "critique" of the Munster raid later, mentioned how Egan, trying desperately to bomb, remained on a direct heading for the target as flames enveloped his ship, and the Third Division commander remarked, "We've lost a fine man . . ."

In a small room of the "ops" building, a man punched the keys of the teletype machine: "The sky battle surpassed any previously encountered, the story of the only aircraft to return of our group being one of confusion and destruction, and the crew believe the enemy paid heavily for this. The enemy may have been 'doped' for battle."

The message, sent over by the S-2 section, said little more. The teletype-sender's eyes read on:

"It appears to have been a catastrophe."

7

Flak Loves Big Bombers; Fighters Do, Too

Down in Ruhr Valley, flying so low,
Some chairborne bastard, said we must go.

Flak loves big bombers, fighters do, too;
P-51 boys, what's happened to you?

Write me a letter, send it to me;
Send it, "in care of Stalag Luft III."

—*An Airman's Lament*

AFTER MUNSTER, Col. Harding journeyed to London to ask Ira Eaker for respite of a few days to recuperate the 100th, wherewith the generals at Eighth Air Force headquarters suggested it might be wise to take the "Bloody Hundredth" off operations for three months, "so that your boys can learn to fly the B-17's."

Back at West Point, he had "out-ranked" many of them, and Harding fulminated: "You junior officers might need to learn, but not my boys!"

The paper cups which had held the whisky doled airmen after a raid lay crumpled in heaps, the crust relics of 1½-inch thick corned beef sandwiches hastily consumed rested by coffee cups. The crew of "King Bee," back from Wilhelmshaven, jested about a remark made on the ship's interphone over the target, when someone shouted, "Look, fellows, today I am a man!"

Paul Mackesey, the former Brown U. football player and an interrogating officer, inquired, sighting down a long forefinger, "And whose birthday is it?" Jack Oller, of Portland, Ore., the co-pilot, owned it was his 21st.

"Well, now," said Mackesey, drily, "had I known, I would've baked a cake; however, we have some spam . . ."

Frank Lauro had been the youngest member of the New York Stock Exchange. In the November Bremen raid, the voice of Murray Schrier, of Margaretville, N. Y., came over the interphone: "Help me, for God's sake, I'm passing out!", entreating his crewmates.

Bill Heathman, of Warren, O., dragged the crazed Schrier to the radio room. An old-type oxygen mask had frosted, and he lay—numb, cold, and in near-delirium—while Heathman and Nelson King, radio operator, of Beattie, Kan., tried to replace the frosted mask, for in arctic cold of the sub-stratosphere, 58 degrees below zero, an airman's hold on life weakens by the second without oxygen, the human fuel. Icy gusts blew through an open radio hatch where King had awaited the Luftwaffe.

Working with cumbersome gloves, the two couldn't fit the new mask over Schrier's old one, but King knew the solution. Bravery impells a man to act without mulling over the penalties Nature may exact. Plugging his oxygen line into a "walk-around bottle," to move about, King removed his gloves, and with hands bare ripped a ribbon off his "flimsy," and tied the mask on Schrier, but by a wicked fate, King's oxygen bottle froze, and he blacked out—hands still bare.

Both gunners were delirious. Lungs craving oxygen in the frigid, rarefied air, bring the quirk of belligerency, and King smashed blindly with his fists, bits of fingers chipping off as he hit the floor, and his hands, discolored purple, were swollen three times normal. As the Luftwaffe brushed gruffly against Lauro's ship, Gerald Will, of Delphos, O., left his waist gun to help, but his "walk-around bottle" also froze. Finally brought back from the brink of death, King placed his hands inside the bombardier's jacket for warmth. Back at Thorpe Abbots, the medics looked at King's fingers, and shook their heads, for the Kansan had sacrificed his fingers. Lauro's crew named their ship "Nelson King."

Not only flak and bullets but also frostbite, and the danger of losing oxygen became the airman's lot. The "C.O.," Harding, lost oxygen over Bremen and in a co-pilot's seat was unconscious 15

minutes until James Parks, gunner, of Chillicothe, Mo., ran an oxygen hose up. "I'd be a goner if it hadn't been for him," admitted Harding. Over the same target, in "Fools Rush In," Roger Kirkpatrick, of Chicago, removed the screen of his tail guns and his knees, feet, and hands became frostbitten. George Conrad, left waist gunner, hooked his oxygen line to a bottle already emptied of oxygen, to aid Kirkpatrick, but a moment later staggered back to his gun. In mid-November, at 27,000 feet over Bremen, sharing one precious bottle of oxygen among them, Paul Carbonne, of Newburgh, N. Y., Herschel Broyles, of Chattanooga, and Ernest Jordan, of Keller, Tex., strived to save Louis Black, of San Diego, who had collapsed in his ball turret. Physical exertion at that altitude was like walking under water.

In the Schweinfurt battle, the Bloody Hundredth, which came through unscathed, seemed neglected by the Germans, although the Eighth Air Force lost 60 bombers. One Me. 210, sometimes used to lob rockets, was shot down by John Beard, radio operator of "Hard Luck." Marienburg, Gelsenkirchen, Duren, and other raids came, and the P-47's and P-51's, as if from a magician's finger-snapping, began to chaperon the bombers deep into the Reich, acting as "escort" for the first time on the second Munster raid in December.

The decorative Petty-type girls, scantily dressed, miniature bombs representing raids, swastikas for enemies destroyed, and names—jocular, alliterative, or gesturing thumb-to-nose at fate—were painted on the noses of the Fortresses, perhaps flippancy, mischief-making with Mars, but why not? Some ships became beloved and famous—like "Hard Luck," "Silver Dollar," "Squawkin' Hawk," "Piccadilly Lily," "Return Ticket," "Rosie's Riveters," "Fever Beaver," "Miss Chief," "Torchy," "All American Girl." The crews endowed the ships with human qualities; though a Fort was merely a mass of metal, riveted and bolted, it faced flak and fighters, too. As the war grew older, fresh crews had less ingenuity in naming the ships, or superstition against it, and eventually most of the bombers were identified by the Boeing serial number.

"Mason & Dixon," was named for Buck Mason, pilot, and Bill

"Dish" Dishion, navigator. Mason became the 349th "ops" officer, and lamented his two years "in grade" made him the army's ranking lieutenant. With Adam Krezo as bombardier, the Mason crew made many successful missions under Barr and "Colonel John" Bennett in the 349th. Other names were "Cahepit," contrived from the apology of one airman, "Ah ca' he'p it, sir!"; "Laden Maiden," flown over the Atlantic by Bill Veal, and taken by Cowboy Roane to Trondheim, Regensburg, Schweinfurt, Munster, and Bremen, and later by Don Moede, a pilot, of Lincoln, Neb., and Charles Brooks, a pilot of New London, Conn.—finally, after the ground crew had put on new tires, patched in multitudinous flak holes, and replaced four "props"—propellers—and a wing, the "Maiden" went down Dec. 30, 1943, over Ludwigshafen. "Big Frank" Valesh, who had a soulful affinity for the song, "The Wabash Cannon Ball," the 100th's most prodigal pilot, cracked up seven bombers—the U. S. Treasury must have shuddered. His first ship was "Hang the Expense," with the noble lineage continued with "Hang the Expense Again," with a "II," a "III," etc. "Big Frank" once took two Red Cross girls a-joyriding, picked that inopportune time to crack-up, and was called on the carpet.

Jan. 24, 1944, flak shredded Valesh's tail, and Roy Urich, tail gunner, of Whittier, Cal., was blown out, and the ship sent out an SOS. "Where the hell do you think we are?" two U. S. fighters scolded him—they were flying off his wings. By an unaccountable miracle, Urich floated down in a parachute, wounded, but alive. The picture of the shredded tail was wirephotoed to the U. S., being one of the most widely printed damaged-bomber shots of the war.

Other ships were "Phartzac," "Horny," "El P'sstofo," "Misma-lovin'," "Mismanookie," names which caused grief among the censors, although "Phartzac" was unwittingly mentioned in a staid Boston newspaper. Also, "Lady Luck," "Nine Little Yanks and a Jerk," "Tweedle O' Twill," and ships named after pilots, "Brady's Crash Wagon," "Reilly's Racehorse," "Fletcher's Castoria," "Andy's Dandys," "Fabian's Flak House," "Harper's Ferry," Rogers' Raiders," "Eddy's Eagles."

And "This'll Kill You," "Bachelor's Heaven," "Shilaylee," "Little

Mike," "Rubber Check," "My Achin' Back," "Our Babe," "Cargo for Margo," "Varga Venus," "Thunder Cloud," "Patriotic Patty," "Feudin' Wagon," "Denver Doll," "Skipper," "Great White Bird," "She-Has-Ta," "Regal Eagle," "Yehudi," "Nellie Bly," "Queen of the May," "Bigassbird," "Alice from Dallas," "Buffalo Gal," "Ten Batty Boys," "Goin' Jessies," "Billie Boy," named by Joe Ricker for his son. Instead of a half-nude girl, huge baby shoes were painted on it, because Ricker's wife, back in Pennsylvania, had told him:

"Keep a pair of our baby's shoes with you, and you'll come back to me." Ricker did both.

Randy Chadwick, Louisiana pilot who used to hold "Shorty" Bryant, a navigator, at arm's length while Shorty flailed away with his fists at the bar, named "Randy Lou" for his daughter, and Norman Chapman christened "Katie's Boys" after his wife in Hillsboro, N.C. Feb. 20, 1944, over Stettin, Frank Yzenas, of Dickson City, Pa., one of "Katie's" gunners, exchanged fire with a foeman, while another enemy lobbed rockets, and a third FW 190, flew by trailing a bomb which dangled, yo-yo style, from a cable—a fantastic moment!

Other names were "Strictly from Hunger," "Sweater Girl," "Argo," "Blackjack," "Go Between," "Mad House," "Sunny," "Shack Rat," "Stymie," "Duration Plus Six," "Flak Happy," "Raunchy," "Badger Beauty," "High Life," "Little Mike," "Hundred Proof," "Reluctant Dragon," "Liberty Bell," "Quittin' Time," "Boeing Belle," "Savage," "Home Sick Angel," "Lay or Bust," "Blivit," "Ramblin' Rebel," "Glory Bound," "Waticare," "Sassy Lassy," "You Can't Lose," "L'il Kitty," "Wolf Gang," "Little Butch," "Spirit of Pitwood," "Joker," "Question Mark," "The Atlanta Miss," "Patches," "Jumpin' Bunny," "Leading Lady," "Murderer's Row." Paul Spurgeon named "Jimbo" after his wife. "Miss Carriage" was the first Eighth Air Force ship to return with but one good engine, when E. G. Stork, of South Ozone Park, L.I., hobbled the bomber back from Bremen.

On a "40-degree-below" December day, Barr and Bennett led to the Solingen synthetic oil plant in "Happy Valley," where "Big Joe" Armanini revived Howard Bassett, navigator, whose oxygen mask had frozen from his breath. Three engines went out at 27,000 feet,

windows frosted, and as "Torchy" nosed down, "Colonel John" Bennett gave the admonition: "Prepare to abandon ship!"

Max Russ, engineer, asked: "Say, Skipper, do I have time to tie my shoestring?" The other gunners, Joe Dougherty, Bob Cliff, Bob Lovin, and James Hiten, strapped on 'chutes. "Big Joe" and Bassett, in the nose, had an escape hatch measuring 28 by 18 inches, and the huge-framed bombardier could barely squirm through. On the inter-phone, others in the crew heard a bit of drollery:

"Now, Howard, if the Skipper says, 'jump,' this is no time for chivalry," said "Big Joe."

"Oh," ohhed Bassett.

"No," insisted "Big Joe," "we'll both go at once!"

It seemed like "curtains" and the colonel thought, "What a surprise Bill Kennedy will have when I walk into prison camp!" Col. Kennedy had "gone down" at Regensburg. Momentarily, all four engines of "Torchy" were dead, but at 4,000 feet, forthwith caught on, and the ship skimmed over Dutch windmills and houses, homeward bound.

Sometimes the 13th mission was superstitiously dubbed "mission 12-B," and "going over the hump," the half-way mark of the 25 raids. On his "mission 12-B," John Mitchell, a pilot, asked what ship he was scheduled to fly. The duty sergeant gave the serial number, "Mitchell flies 24-13."

"Hmmm," Mitchell mused, "where's she sitting?"

"Dispersal site 13."

"Well, has she got a name?"

The sergeant glanced up, "Yeah, 'Hard Luck'."

8

Winter Over Thorpe Abbots, Rocket Coast, Ruhr

Oh, what do we do with a drunken pilot,
What do we do with a drunken pilot,
What do we do with a drunken pilot,

So early in the morning?

(2nd ver.) Put him in the nose of a Flying Fortress,

(3rd) He will bomb the blind and pregnant,

(4th) He will bomb their homes and churches,

(5th) He will bomb their turnip patches,

That's what we do with a drunken pilot!

—*An Airman's Lament*

SAMMY BARR was restless, for the Southerner had led the 100th on the Nov. 14, 1943, raid to Rjukan, Norway, for several hours with no checks on the position. His navigator was Joe "Bubbles" Payne, a happy Kentuckian who was born at Coblenz, Germany, where his mother was an American Red Cross nurse and his father was in the army of occupation after the first World War. On VHF, Barr called the leader of the high squadron, Jack Swartout, whose navigator was Leonard Bull.

"Is we-all on course, or is we-all off course, and if we-all is off course, how much is we off course?"

Just then, the group ahead, flying considerably to the left of the 100th, crossed over the Norwegian coast, where flak spouted up, hitting the other group, but not disturbing the 100th.

"Uh, oh," came Barr's deep, down-south Mississippi voice, over the radio channel, "We-all is on course!"

"Croz," the group navigator (whose own name deserves to head any list), named the following as the outstanding navigators of the 100th: Bassett with Barr's crew; Bull with Swartout; Payne, a group navigator in the early period; Dishion, who took that job for a month while Crosby was on leave; Ed King, group navigator after V-E day, and selected as the Eighth Air Force's outstanding navigator; Jack Wild, called "the navigator's navigator," whose logwork was flawless, and rendezvous precise; "Robbie" Robertson, John Carpenter, "Big Pete," Charlie Gunter, Leo Kimball, and Carl Roesel.

In the early days, one navigator flew in the lead ship, contending with inadequate maps, clouds, faulty equipment, and manning a gun during truculent Luftwaffe battles in the unescorted penetrations, but later, "pathfinder" came—gee, the British device for finding an aircraft's position, and instruments making it simpler to navigate to target which on maps looked like infinitesimal fly-specks. The Eighth having grown to juggernaut size, the navigators had to make split-second timings of group, wing, and division rendezvous to get 40 groups of bombers in a long, anvil-shaped phalanx in the sky, on time to make rendezvous with P-47's and P-38's hours later deep in the Reich. Navigators were freed of all tasks except navigating, keeping unerringly on course through flak-free corridors which continually shrank. The "command navigators" had prodigious responsibilities. The navigators and other airmen, brief years before, had been the callow younger generation that—some people said—had "gone to pot," caring only for sports and their juke-box hangouts; now, that generation defended a nation (if not the whole world) and not the bleat of jive bands, but the music of cannon and flak, whirled in frenzy about their heads.

Over Dusseldorf, "Big Joe" Armanini let out a shout:

"Boys, we've really located big game!"

The 100th had flown parallel to the Rhine towards Cologne, the flak was thick, clouds mantled the "primary," and the blind-bombing instruments failed to function, so the 100th cruised around to espy a good target. Through gaps in the clouds, "Big Joe" spotted a mammoth factory, and his imagination ran riot.

"Boys, I can see carloads of scrap iron rolling in one end, and tanks driving out the other!"

He "dropped the eggs in the basket," and later S-2 officers showed pictures of "Bauer & Schaurte" plant at Neuss, a very sought-after target where 60 percent of Germany's nuts and bolts were made. Was that it?

"That's it!" vociferated "Big Joe" and Bassett, the small navigator with piercing brown eyes, their extemporaneous bombing having wrecked the plant. The two aces also led several Paris raids.

In formidable "Happy Valley" (1,000 flak guns defended Cologne), the sky was mottled with ebony blots of flak, and the Gelsenkirchen raids in November, 1943, brought the 100th there, into the Ruhr. By a bitter freak of irony, a fragment which speared through the radio room of "Nine Little Yanks and a Jerk," hit 23-year-old Joe Boyle, of Philadelphia, above the point on his shoulder where the metal protection of his flak vest ended, killing him. Bill Flesh, of Webster Grove, Mo. (who "walked out" of France after going down on another raid), rang the bail-out bell over Gelsenkirchen when one flak-hurt engine burst into flame, and, sans crew, dived to 20 feet above ground, dodged haystacks, and eluded the enemy. Stewart McClain, of Gadsden, Ala., and Co-pilot, John McBride, of Corpus Christi, looked out from the crippled "Mismalovin," and saw the Luftwaffe waiting for the kill. Lawrence Bennett, of Murray City, Okla., couldn't fire, the windows by his tail guns having become frost coated in the 41-degree sub-zero cold, but John Walters, of Gloversville, N.Y., took unruffled aim with his top turret guns, and shot down the Me., enabling McClain to come back, his ship so perforated with flak holes that it looked like a "mechanized snood."

The camaraderie of some crews (salutes being exchanged, if at all, with palms cupped in an exaggerated, pseudo-military manner), was the despair of those who wanted to live up to Hollywood traditions. The gunners felt great admiration for their pilots, who told their men, "If it comes to that, I'll never jump until I'm damned sure the last one of you is out." Typical was the crew of "Reilly's Racehorse," Crew Chief Wally Jack having named the ship after hearing

a remark by Tom Reilly, the pilot, "She handles like a racehorse." Reilly, was "Spike," Co-Pilot George Kinsella, "Feet," in remembrance of when he dazzled the crew with a fastidious shoe-shine; Navigator Ed Higham was "Heat," because of prickly heat suffered on one flight; Bombardier Curtis Martin was "Bombs Away," and the gunners, Bill Ickes, Tom Tribble, Bill Wilson, and Charles Lottes, were "The Trigger Boys."

John Flanagan, of Watertown, N.Y., piloted "Royal Flush" back to Thorpe Abbots in November, 1943, after his tail gunner, Jack Strang, of Munhall, Pa., had a frost-bitten ear, and an American P-47 named "Big Dick" scattered the enemy that had strutted around. "Red" Bowman heard of the incident, and jested: "Goes to show, even a Royal Flush can use the help of an ace!"

A rain squall, in a 30-mile cross wind, blotted out the runway at Thorpe Abbots. Frank Granack, of Hammond, Ind., had flown back 400 miles from Kiel, Jan. 5, 1944, his ship tatterdemalion from flak hits had vibrated convulsively because of a bad engine; to lighten the ship, two gunners, George Christian of Maspeth, N.Y., and Ed Harrel, of Monticello, Fla., tossed equipment into the channel, and a radio SOS was tapped out by Grant Scott, of El Cerrito, Cal. Granack, over the field, radioed the control tower:

"Coming in on an engine and a half! Here I come!"

He and his co-pilot, Bob Dunham, of Orinda, Cal., fish-tailed the 25 ton ship into the cross wind and dived through the rain, at 105 miles and hour, close to stalling speed, to land safely. The next day, the crew decided on the name, "Old Vibration."

Henington's crew had given up hope of coming back from Paris. The enemy had knocked out two engines and shredded the tires, but masterful flying by pilot and co-pilot, John Stephens, of Brookings, S.D., brought the ship back.

"I'm a man who's glad to see England!" acknowledged Glenn Brown, right waist gunner, while his pal, Harold Stearns, engineer, added appreciatively:

"And if it wasn't so damned muddy, I'd kiss it!"

Twenty attacks were staged by enemy planes on "Shack Rat," dur-

ing a raid at Emden, as Maurice Beatty, pilot, of Cove O., and cockpit partner, Jim Dabney, of Los Angeles, maneuvered while Carl Battin, of Fairfield, Ia., George Knolle, of Sonoma, Cal., and Bill Young, of Sprague River, Ore., threw ropes of machine-gun fire through the air. The P-47's, and two pilots of the 100th, Ollie Turner and Jack Swart-out, dropped back to escort Beatty home. The battle had been terrific but there wasn't one bullet hole in "Shack Rat."

Jan. 7, 1944, Dean Radtke, of Morrice, Mich., and co-pilot, whom he called "Dig," were flying with the 100th over the I. G. Farben-industrie plant at Ludwigshafen. "It's just about the prettiest day I ever saw," said "Dig." Escorting Thunderbolts flashed by, and a white-nosed FW 190 aimed 20 mm. shells at Radtke's ship. The gods of war leered satirically at the small talk about the weather, for this was war. One shell crashed into the cockpit, severed the head of the 23-year-old "Dig," and blood sprayed through the cockpit, as the head fell into the pilot's lap, and the body against the controls. Seven more of the enemy needled by. Just seconds after "Dig's" "prettiest day" Van Pinner, engineer, of San Antonio, placed the body on the catwalk, as Bill Agnetti, of Seattle, bombardier, replaced the oxygen mask which had been knocked from Radtke, who had been lacerated by the shell.

The ship fired red-red flares, and as it came to rest on the runway, Radtke sat motionless, his fingers clamping the controls, as the medics removed "Dig's" body. Radtke was carried from the Fort, and he said, "No better man ever walked than 'Dig'."

Towards the end of 1943, hints came of something weird and fantastic being installed on the Pas de Calais coast of France, the "rocket coast," and Britain's war leaders were affrighted by what seemed in the making. The code for secret bombings on the rocket coast was "noball."

Christmas eve, the 100th put up 34 ships, and Barr led to one of the first noball targets, with the 390th and 95th groups following behind in the wing. During a raid in mid-January, 1944, on the Pas de Calais coast, flak "whomped" the ship, "Alice From Dallas." At the controls were "Big Bill" DeSanders, of Dallas (the only original

pilot of the 350th who finished), and Bucky Elton, command pilot, whose weight, because of too many sleepless nights, had come down to 103 pounds. The gunners, George Rudden, Jim Brown, Charles Sprague, Albert Freitas, Steve Bosser, and Delbert Barnhart, escaped injury from the flak. The control cables in the cockpit dangled "like confetti at a Mardi Gras." A two-pound chunk of flak had thumped his chest, but Bucky wasn't hurt, because a moment before he had picked up a flak suit, and stretched the flexible steel garment upwards to cover his chest.

At interrogation, Bucky told about the flak vest. "Luckiest pick-up I ever made!" he exclaimed.

The 100th lost only six crews from Munster to the end of January, Elton's squadron coming through unscathed. Elton flew to St. Nazaire, Trondheim, Bordeaux, Hamm, and led the 100th, miles away from the remainder of the Eighth Air Force, to bomb hangars, barracks, and a bridge at Bremen.

On the rocket coast, Mar. 25, 1944, an 88 mm. shell hit the bottom of the radio room of the ship flown by John Gibbons, of St. Marys, Kan., and Co-Pilot Bob Dykeman, of Canoga Park, Cal., tearing a hole, 7 by 12 feet, in the fuselage. The radio operator held on the twisted wreckage, then fell to eternity through the hole, while two gunners, Myron Ettus, of Dobbs Ferry, N.Y., and Frank Bushmeir, of Terrace Park, O., were blown off their feet.

In the most successful mission of the Eighth up to that time, the 100th, Feb. 20, bombed aircraft plants at Posen and Stettin, led by fiery, impeccably-dressed Ollie Turner, command pilot; C. A. Janssen, pilot; Jim "Cagney" Cathey, bombardier, and F. D. Fuller, navigator. The same month, in the fierce battle at Brunswick, the 100th was not hit.

The crews began to ask: "When do we go to Big B?"

9

Big "B"

Don't take my boy to Berlin,
The dying mother said;
Don't take my boy to Berlin,
I'd rather see him dead.

—*An Airman's Lament*

IT WAS BEFORE DAWN, Mar. 4, 1944. The sky was dressed in the blackest widow's weeds and flecks of snow stabbed damply faces of mechanics hovering about the bombers. A moan had churned through the briefing rooms, and its echoes lingered in the airmen's ears—Berlin, the target, Berlin! The fliers sloshed into the bombers; some oiled the bolts of the 50-caliber guns, thoughtfully (one barrel which failed to fire might let in the fatal enemy plane), others huddled around the hot coke stoves in the mechanics' shacks, where mingled in the air was the acrid smell of much-used blankets. The cold was bitter and, far away, 650 miles distant over Berlin, it was 56 below zero. Sparks flew from exhausts, engines bellowed loudly, propellers threshed through the air with high-pitched hum, and the air was a swamp of snow and blackness.

The cup of defeat was bitter for Goering. The cities of history have cringed under the mailed fist: Carthage, sacked by Romans; Paris, in the maw of gunfire from Big Bertha, and Berlin was a symbol, too. Airmen in Britain spoke of "Big B" with the accents of ancient warriors telling of terrible things in far-off lands, for the hated flak gushed skyward over Berlin, unrestrainedly, as water from a broken main, while Goering gloated that his capital was sacrosanct, a myth the demoniacal Luftwaffe would fight to preserve.

The bombers lined the perimeter as the snow fell, and crews looked

for flares to shoot up over the control tower to "scrub," or cancel, the raid; no . . . the ships took off, one by one, into the snowy morning. Gliding over the runway wet and slick, pilots and co-pilots craned their necks to lift the 25-ton monsters in the air, where clouds formed a canopy at 25,000 feet and vapor trails made by whirling propellers added to the hazards. The Eighth Air Force turned back to the air-dromes in East Anglia, except for the 95th group and 11 ships of the Bloody Hundredth, all from the 350th squadron, except one of the 349th.

Angularly, intrepidly, the force flew towards "Big B," and with Mustangs and Spitfires nearby, "pathfinder" markers were dropped five miles below on western Berlin, and the 100th saw part of the autobahn system and a wooded area on the west of the capital visible through the clouds. The Luftwaffe rose. Harold Stearns fired his top turret at an Me. 109, the first German shot down by an American over Berlin.

Magee Fuller, tall, easy-going, with close-cropped hair, who later was C.O. of the 418th, commanded the group, flying with H. G. Devore, and his crews were those of Lts. Mark Cope, M. V. Wilson, J. P. Gibbons, D. S. Pearson, Randy Chadwick, F. J. Malooly, and four others destined to go down two days later, Frank Granack, J. Lautenschlager, Monty Montgomery, and G. W. Brannan. About 30 of the Luftwaffe came, but, the gunners said, "The P-51's saved the day."

Ralph Cotter, who had been on the all-Bristol county team in Massachusetts, playing for Moses Brown school, had been ambitious to attend a chemical engineering college, but Nov. 1, 1943, found him flying as a bombardier with the 100th. Sunday night, Mar. 5, 1944, Cotter was writing V-mail:

"England, 3-5-44,

"Dear Mother, Well, today is Sunday and I am sitting in the club. We did not have a raid today, but it was such a nice day we went up and practiced bombing all afternoon. I had a very good day, I guess that is why I feel so well. Oh, Mom, I want you to look carefully in the Gazette, and the Boston papers, because they gave our crew a write-up over the St. Omer raid. It starts off about Lt. William A.

Terry, my pilot, and all our names are mentioned. Enclosed you will find a clipping on my 16th raid. Just think only nine more raids and then I will be home! It will take about a month or more after I finish my 25 missions, but there is nothing to worry about. Well, Mom, everything is fine, and I will say goodnight until tomorrow. Love, Ralph."

Monday, Mar. 6, two days after the first daylight bombing of Berlin, 812 bombers of the Eighth Air Force formed over England, in air cold, crisp, clear, and navigators' maps showed the course straight into "Big B," and back—maybe. Bucky Elton flew with Devore, leading the Bloody Hundredth and the 13th wing, while Lautenschlager and Granack flew in a "composite" group with the 95th. Six of the 100th returned early, a bad omen. Granack monitored the VHF channel for fighter support, but the P-38's, P-47's, and P-51's did not answer as the Dutch coast appeared below.

The group flew 50 miles deep in Germany to the Meppen-Quackenbush area where at 11:59 a.m. 200 or more Me. 109's, and a few FW 190's loomed. Were they looking for a "Square D," the tail insignia of the Bloody Hundredth? It was an all-German fighter show for many minutes while the enfeebled formation plodded towards "Big B," however U. S. fighters in force of one group might have banished the Luftwaffe. Bombs that fell on the symbol, Berlin, would help dig the dungeons of defeat for the Third Reich, and knowing that, stubbornly, do-or-die, the Me's and FW's in their first sweep came head-on through the 13th Wing, bringing confusion abruptly. Elton was stunned by a sight which a long time later he could see vividly when he closed his eyes—after the high squadron absorbed the shock of the first attack, he looked up and saw six out of nine ships afire in formation, trailing long sheets of flame from engines, but as 50 fighters leaped in again, all six peeled out.

David Miner, in flame, pulled out and flew alongside Dean Radtke, who moved up to lead the squadron. Ropes of blue smoke came from the guns long after Bill Terry's ship seemed fatally hit. Lautenschlager's top turret gunner, John Stryjeski, a Brooklynite, grabbed a "walk-around" bottle to fight an inferno in the bomb-bays, while

top and nose turrets were knocked out, the ball gunner unconscious, and oxygen crippled. As bombs were jettisoned, the crew made last-second preparations for bailing out, or whatever befell. The cannonade grew in fury around the ships of Al Amiero, Bob Koper, Ed Handorf, and others, and gunners peered out at a preposterous battle. Using the sun's glare or shelter of clouds to hide their frantic maneuvers, the Luftwaffe queued up, 40 fighters or more, and came in while other Me's and FW's fought in teams of from three to 20.

An FW pilot, dead or spiteful, collided with the vertical fin of "Nelson King," flown by Jack Swartout, 351st "ops" officer, the B-group commander, and Lauro, knocking the ship from formation. Dick Helmick flew on their wing for mutual defense, but a flaming bomber lunged down, forcing Helmick to leave. Failing to squeeze into a spot with another group, "Nelson King" faced a solitary battle as it peeled out to head for Thorpe Abbotts.

Bob Koper ordered his crew to "bail," and was alone in his ship when it blew up. Merrill Rish, whose fuselage burned, stuck close to the formation but after a lapse of seconds his ship exploded, he and his co-pilot inside. At 12:15 p.m., after a quarter hour of battle two ships at 23,000 feet in the vicinity of Dummer Lake went down—Radtke, with two engines and radio knocked out, and a bomb-bay fire, and Lautenschlager. The latter ordered "bail out!", and as the last to leave, cleared the tail as the ship blew up. Stryjeski's heroic day was done, his last seconds being spent watching the earth come up, for his parachute failed to open.

The crew bailed from George Brannan's ship, and Germans riddled several of them with machine gun slugs as they floated down.

A few U. S. fighters fought in the vicinity, some 11 P-47's at the start, of which three were shot down, but the eight others claimed 11 Luftwaffe planes annihilated. One P-47 tailing an FW190 through the formation was all the support observed by some crews.

The Luftwaffe deceitfully used U. S. markings and maneuvers employed by the escort to dupe the gunners, some of whom apprehensively may have withheld their fire a precious second, as the

Luftwaffe concentrated on the weak spots, which happened to be high and low squadrons behind Elton.

Berlin neared. Mark Cope, of Two Rivers, Wis., and his crew in "Superstitious Aloysius" fought valiantly, and Ray Bryan, of Santa Cruz, Cal., wounded in both legs, stayed at his tail guns and shot down one adversary. At the outskirts of Berlin, the Luftwaffe knocked "Buffalo Gal," out of formation, and the pilot, Celesta Harper, of Wichita Falls, Tex., knew the crew would die (the oxygen system was shot out) unless he lowered altitude, so while his nose gunner, John Walters, winged two, Harper daringly evaded other enemy planes by going into an almost vertical dive to 5,000 feet at 270 miles an hour.

The 100th was rent asunder, an entire squadron being shot out from under Helmick. Cryptic messages, chants of death, were on VHF; one pilot in a tottering ship begged U. S. fighters to come, but there was only silence from the fighters. The crews in solitary bombers felt the hot breath of the enemy or hot flames from their own wings snapping off.

Cope's wounded gunner Bryan was carried to the radio room by Don Walker, of Gary, Ind., but FW's and Me's hounded the ship.

Jumping up, Walker fired waist guns alternately, and when a 20 mm. shell exploded in his face, his speedy retaliation was a stream of bullets that smote down the attacker. John Eling, of Reading, O., glanced back from his top turret and saw the hero's face a mask of gore, although Walker was still fighting.

The attacks persisted against the nose of Elton's ship, and the command pilot thought his lead bombardier, Capt. Bob Peel, in the nose with "Bubbles" Payne, navigator, was missing a golden opportunity to hit the enemy, none of whom was being shot down. Elton spoke sharply.

"Get on 'em, Peel!"

Peel flung back the grim repartee:

"What the hell do you think I'm doing, playing checkers with Payne?"

The Bloody Hundredth reformed—those ships that remained—

and at 1:12 p.m., an hour and 13 minutes after the fight had begun, the outlines of Berlin appeared. Some 17 bombers, between 11:59 a.m. and 12:45 p.m., went down from the 100th and nearby formations.

Swartout, Lacy, and several other ships had salvoed their bombs, but bombs fell on Berlin from ships of Helmick, R. J. Shoens, R. Chadwick, C. H. Cowan, John Gibbons, J. A. Harrison, F. J. Malooly, L. R. Morgan, D. S. Pearson, M. V. Wilson, and Devore-Elton. The Berliners cowered in their shelters, the fires of hate within them ignited by the men who brought disaster on wings to the joyless, gray city.

For 10 seconds after "bombs away," the 100th flew without evasive action as flak batteries opened up, and at 1:15 p.m., when the formation turned away from "Big B," flak hit one of Granack's engines, and as he tried "to make a run for it," Me's and FW's pursued, two of them being shot down by George Christian's tail guns and Lloyd Rogers' ball turret guns. Slugs killed Grant Scott, radio man, while Ed Harrel, waist gunner, was wounded.

Granack thought, "Where did these Germans get so many fighters?"

All four engines out, the pilot ordered, "bail out!", and the crew, which included Stearns, who shot down the first foe over Berlin, jumped. The fighter that gave Granack the finishing blow was in turn shot down by Jerry Felsenstein, Devore's co-pilot, who was flying as tail gunner.

Resuming the conflict, the Me's came at 1:39 p.m., but, tardily the P-38's intervened against sporadic enemy passes which lasted until the Bloody Hundredth reached the North Sea. Sam Barrick flew his disabled ship to Sweden. Terry's "Terry of the Pirates," had been hit by a 20 mm. shell which exploded inside, the whole right wing was afire and the crew bailed out, the survivors seeing the body of Cotter on the ground.

Almost every ship landing at Thorpe Abbots spewed red-red flares, the 349th, losing six, had taken the brunt, but in all, 15 were missing. "Nelson King," after a harrowing flight, came back and

Swartout (chosen "All-American pilot on the No. 1 bombing crew") said Lauro was "the coolest customer in a pinch you ever saw," in the two hours in which they out-dogged the enemy. Helmick displayed a souvenir piece of FW 190 cannon shell, and Cope avouched that the heroism of Walker had saved the ship. The co-pilot, Martin Tashjian, of Brooklyn, helped fly Cope's ship home. John Verbovski shot down three, and Jim Morrison, Arthur Cox and Dick Donnelly accounted for others of the seven planes destroyed by Cope's crew.

Gunners, wan and exhausted, told how the Germans had been made to pay and sat at the interrogation tables, using blunt stubs of pencils to scribble the dramatic story of the greatest air battle the world had seen, for the 100th, derelict amidst the enemy, was in the thick of it. Gunners like Chet Coulam, of Lowell, Mass., wrote brief paragraphs: "I shot down an Me. 109, and it broke in flames, and fell apart, and then I got another FW 190 . . ."

There was no mirth at Thorpe Abbots, for it was a sad bunch of men that evening, and "Colonel John" Bennett acting C. O., having taken over from Harding 24 hours before, confessed later: "I'm afraid I didn't appear too confident."

The 100th was angrier at the higher command than at the enemy, and the Eighth Air Force Hq. was cursed for sending the group to Berlin when the Germans knew the Americans were coming, and Bennett expounded the fact that over-all losses for the Eighth were nine percent, not 50 percent, which the 100th suffered March 6; Col. Al Harvey, a B-29 C. O. who flew with Townsend, said that no heavy bombers, not even B-29's could have withstood the punishment the 100th took that day.

Days later, Gen. A. W. Kissner handed Silver Stars to Swartout and Walker, and said: "You men have displayed a sense of duty and self-sacrifice . . ." The heroism of Stryjeski and many others performed in the anonymity of flames and explosions was lost in the welter of battle, and of 150 men missing, 60 had been slain, while the Eighth lost a total of 69 bombers, nine from the 390th and 95th. If Goering had his bitter cup, the Bloody Hundredth on March 6, drank the dregs.

"Are Those Fools Trying to Kill Us All?"

"Oh, when the flak is poppin',
With fighters all around,
Don't send my boy to Berlin,
Just leave him on the ground."

—An Airman's Lament

"COLONEL JOHN" BENNETT had been a lucky leader, for like Harding before him, he always led to help morale when the 100th flew back to a target which had been "rough," like Schweinfurt and Regensburg, and he admitted, "It used to cause me to sweat like hell!" One blessing of the 100th, nothing turned out to be "rough" when he was along on a raid. On both March 4 and 6, the bombs fell astray from the Bosch plant near Potsdam. Tuesday, March 7, the weather was bad, and the Bloody Hundredth had a chance to lick its wounds; then, at 10 p.m., the base was alerted, and "Colonel John" knew that the target was again "Big B," and it was with incredulity that he looked at the route as it was teletyped in. What sort of mockery was this? . . . the same route over which the 100th had flown March 6! The "ops" officer, Col. Kidd, in a rage, cursed the higher command for their folly.

"What are those fools trying to do, kill us all?"

Exasperated, Bennett called wing headquarters: "Our morale here is terrible after Monday's losses, and I'm afraid everyone will 'abort' on this raid . . .", but orders were reiterated—the 100th would fly to Berlin. The C. O. asked to lead the wing himself, feeling that the least he could do was to fly with the boys when they grievously needed encouragement. When the 100th had an easy target or a short mis-

sion everybody cheered when the curtain was pulled back from the target map, and when morale was high and a deep raid into Germany was scheduled, there was a good-natured groan. The morning of March 8, the crews assembled quietly in the briefing room, and watched the curtain slide back, revealing the red string that on the map led straight to Berlin. There was not a sound, and "Colonel John" felt petrified, this was a disastrous sign of low morale. The C. O. had a mental image of all kinds of "personnel failures," which the pilots might use as an excuse to "abort," to return to Thorpe Abbotts early, while the S-2 officer flashed pictures of the Erkner ball bearing plant, and Kidd announced that the Eighth Air Force would be led by the 45th Wing, followed by the 13th Wing led by the 100th group. Customarily, the C. O. had to say a few words at the end of briefing, but the acting C. O. thought, "What in God's name can I tell these boys this morning?"

He knew it was a lie when he said: "Boys, our position is good and if we fly good formation we'll probably have an easy time." Fifteen ships mustered from the decimated 100th, took off, and in the lead ship flew Charlie Stapleton, formation officer, and Bull, the navigator. Leaving the coast, the C. O. asked Stapleton.

"How many do we still have?"

"Fifteen, Colonel." That was all that had taken off. The 100th led the 13th Wing over the North Sea, and the commander still apprehensive lest the crews behind should "abort," asked Stapleton again, were the 15 ships, which included men like Helmick, Chadwick, "Flacked-Up Willie" Williams, "Fireball" Warren McCoy, John Massol, "Rosie" and others, following?

"Still 15," said Stapleton. The C. O., strongly moved, was thinking, "Those fine young men are going to follow me in spite of what happened two days ago." The trip was orderly across the North Sea and Holland at 24,000 feet, with the 45th Wing echeloned to the right. The P-47's came at the Dutch coast, looked good, and as the 100th passed Dummer Lake, where most of the 15 ships were lost two days before, the group saw fighters high and to the right. Our

escort! The 100th admired that formation, which pulled to the right.

"A beautiful sight," came exclamations over VHF.

The fighters wheeled in a diving turn and came in head-on through the 45th wing, knocking five down on the first pass, for again the Luftwaffe had fooled the bombers by copying tactics of the U. S. fighters. The leader of the 45th Wing was undergoing such punishment that he became lost, and Bennett, perplexed—should he take the lead?—checked with Bull, who said the 45th Wing had led the Eighth beyond the point 50 miles south of Berlin, where it should have made a left turn to bomb "Big B." The lead of the whole air force had its drawback, as the enemy always sought to knock out the pace-setter.

Never-to-be-forgotten was the 100th brutal mauling two days before, but March 8 took an inspiring turn as the 100th, "bloody but unbowed," took leadership of the air force forfeited by the 45th Wing.

Majestically, 15 crews who had stuck it out with "Colonel John" leading the mighty power that America was able to throw against the citadel of its greatest enemy looked down at Berlin, a tremendous place stretched out for miles, on this first daylight visual raid and saw other wings and divisions, magnificently arrayed behind, as the leading ships turned for the bomb run, the Eighth Air Force following the group that had been "wiped out" two days before!

Materializing out of nowhere was an impressive sight, the "Little Friends," the tiny Mustangs (no mistaking, this time) had flown 600 miles on one engine to protect their "Big Friends" from the "bandits," with the great fighter group C. O.'s, Rimmerman, Graham, Cummings, Mason, Gabreski, and Schilling, out for the occasion.

A wry thought came to the 100th's leader on the bomb run:

"A man is a damn fool who sits up here in a big tin can with three tons of TNT, and 2,000 gallons of high octane gasoline, and let's somebody throw firecrackers at him!" Chapman, who had

been hit by fighters at the "I. P." before the bomb run, fought on to Berlin, and the group's prayers were with him as he "went down." The U. S. air forces, on a beautiful cloudless day, were on parade over eastern Berlin, and bombs fell on the Erkner plant.

Hermann Goering had been a fool.

11

Sparky's Last Raid

HANK DIBBERN, a co-pilot, kept a battle diary. The following is Dibbern's account of the raid, March 18, 1944, to Augsburg:

Sparky Meyers bounded up with that sharp character salute. "How ya this morning," he asked me, and I said, "Not bad, Sparky, how's the Swoon Crooner of the ETO?" Sparky went into his song, a parody on "Apple Blossom Time":

"I'll be with you, in for-or-mation time,
I'll be with you, to taxi down the line!
Away up in the blue,
The Big-Ass bird, and you . . ."

Fog was thick and muggy over the field, and we saw the yellow-yellow flares from the control tower. A delay. We were to lead the ships from the 100th to rendezvous with the 95th.

"Splasher six won't be working for four minutes after take off," "Robin"—Fred Robertson—our navigator, reminded our pilot, Clement Cowan.

"Roger."

Cowan asked: "Everything O. K. around the ship, Heinie?" and Harold Heyneman, the bombardier answered, "Roger, ready to go."

The tower announced, "O.K. to take off, 723."

"Roger," said Cowan.

Cowan said, "Here we go, boys." The takeoff was smooth, and we just cleared the radio tower at the end of the runway, the fog thinner than we expected.

Cowan asked me, "Hear anything about Fireball Red over VHF?"

"Not a thing, yet." Climb, climb, climb . . . splasher six, 90

degrees, 12,000, 14,000. Over VHF, someone said, "Fireball Red, will you fire a flare, please?" but we saw no flares. The VHF said again, "Hell, Fireball Red high, we are now at altitude minus 8." I told Cowan they must be about 10,000 feet. Morgan and Moore were in position on our wings, while Stout led the element coming behind. Cowan began a letdown, 14,000 to 13,000 feet, and asked, "See any flares?"

"Over there at 9 o'clock, see 'em, red-green?" I replied.

"O.K., keep track of 'em."

The groups milled around in the haze, prop-wash here and there, wham, bam! we were in prop-wash. The 95th was lead, and 390th high, and we moved slowly into position. The group and wing looked ragged as we left the coast, the sun beamed down, and visibility was good on the ground. Cowan and I switched, and flying from the pilot's seat, I asked, "What's that up ahead, Heinie?"

"Wing of B-17's ahead of us."

"Anybody see any fighters?"

The tail gunner answered: "None here, none on the tail."

"Keep your eyes open," I said, and switched back to VHF. "Fireball Green to Fireball Red," it said, "check your airspeed."

"Roger, Fireball Green."

"All Fireball ships from Fireball Leader, latest wind is minus 20, minus 10, repeat, latest wind is minus 20, minus 10, over." Another climb to bombing altitude, mist in front of us, but no Jerries, yet, anyway. The wing leader called again: "Hello, Fireball Red from Fireball Able, I am going to drop 2,000 feet; do you have that? How about you, Fireball Green?"

"Roger, Red."

"Roger, Green."

Down we came, leveling off at 19,500 feet, and I was thankful for this wing leader we had; flak could reach us better at this level, but at least we didn't have to fight the weather. I looked down—some of the hills, towns, and valleys looked familiar; in the distance, I saw heavy snow over the ground, Germany.

"We're at the IP now, Heinie," I said.

He said, "There go the red-red flares."

The clouds extended to the southern tip of Augsburg, where they dropped off, and left our target open for a visual run. As the sky turned black with flak bursts, bombs were away, and we made a sharp turn right, Cowan and I switching back to our own seats. My job was to fly the route back, so Cowan gave me the controls. I heard the wing leader calling for fighter support, the Me. 109's were making passes at the wing to our left, then we saw that gruesome sight of a B-17 being shot out of formation, spinning in flames. Over the interphone I heard the boys calling the fighters:

"They look like P-51's."

"Hell no, they're attacking . . ."

"Let 'em have it."

"Are they flipping their wings up? Watch 'em, they might be P-51's."

Those Jerries had been smart—they picked us up just as soon as our escort left us. Then, Crash! Bam! The cockpit full of glass, I looked over at Cowan; he had blood dripping over his face and across his mae-west. Then "Pat"—Robert Patrick—called from the waist in a sick voice:

"Meyers has been hit pretty bad." Adam Stoppel rushed to the radio room. Cowan called to ask about Sparky.

"He's had it," said Heinie, Cowan taking that to mean Sparky had been seriously hurt. The route out suddenly became a tortuous grind; never had it seemed to take so long to hit the coast, and I asked Robin, how long to the French coast. He said, 25 minutes.

I glanced up to see P-47's sweeping the sky above and below us now "Thank God," I thought, and relaxed. Once across the coast, Cowan called Morgan, flying on our wing, "Hello, Morgan, we're leaving the formation now; we've been hit. If Stout does not take the lead, I want you to take it," then as we peeled out to take a direct course home, I pulled off my mask, and asked Cowan, "Sparky hurt bad?"

"Pretty bad," Cowan shook his head. Robin was navigating us home by the shortest route, with none of this "looking-for-the-barn" method.

"Three-five-zero," Robin said.

"Roger."

I looked at the hole in the windshield. The bullet, a 20 mm., had ripped through my bullet-proof glass, and out Cowan's side, tearing gaping holes in the metal just above Cowan's windshield.

"Take three-six-zero," Robin said, in a moment.

Cowan said, "Roger."

In front of me I saw the field; we banked sharply to the right, and we were on the downwind leg. We let wheels down, and turning on the final approach, Cowan tagged Murray Holditch, the engineer, who fired six double red flares—the signal for wounded men on board.

"Tower, my brakes are out, my brakes are out," Cowan radioed. As we rolled off the end of the runway to a stop, the ambulance was coming, and Chaplain Teska came running.

"Chaplain, our radio man, Sparky Meyers," I said.

"What happened?" asked the chaplain.

"20 mm. in his back." The medic GI's came with stretchers, and Sparky was carried out, covered with a blanket, dead. The force of this realization was terrific—I was enraged at Jerry, our enemy, and anyone who made us fight. Why did he have to be taken? What was the Lord's plan? Later Heinie told me about Sparky's last minute, "The little son-of-a-bitch, he was on his back when I got in the radio room; he motioned to his face, saying, 'oxygen,' so I put the mask on his face, then I rolled him over. Stoppel was there to help. Don't every think Stoppel hasn't got guts! Sparky had a big hole in his back—where the bullet must have exploded . . . he was bleeding terribly, and then I noticed a big piece of meat, suddenly I realized it belonged in the hole. It made me sick for a minute. I tried to stop the blood, and I knew the pain was killing him, so I took the morphine out, and opened it. I took his arm, pinched the skin, and poked it in—draining as much as I could out of the capsule, then Sparky, just before he passed out, looked up at me with those big eyes of his, rolling them—Stoppel and I tried to stop the bleeding by filling the hole with some first-aid packs.

Well, we finally got the bleeding stopped, strapped him in the blankets, and laid him on his stomach. He was hit at 1523, and I felt his pulse go out at 1600. I had his hand at the time, counting his pulse—thump, thump, thump, then it stopped. Been a long time since I cried, but hell, let's forget it." Sparky had used an ammo box in his radio room to reach his gun, and he was up on that box when he was hit.

Sparky was buried in the Cambridge American Military cemetery, March 21, 1944, Chaplain Teska officiating. Nine crew buddies were there to stand testimony that Sparky will not be forgotten—and there were nine lumps in nine throats as taps were sounded. Chaplain said, "He gave his life that free nations might exist."

Somehow I could hardly hear the chaplain. Something went running through my brain, Sparky's voice,

"I'll be with you, in for-or-mation time,
I'll be with you . . ."

I looked around in the cemetery. There were white crosses almost as far as I could see.

12

The Coming of Colonel "Jeff"

The navigator is a drunk,
He took his training in his bunk;
He shot a wing-light for a star,
And we don't know where in hell we are!

—An Airman's Lament

TO CONSOLE the Bloody Hundredth after Berlin, Gen. Doolittle came for a visit; some of the fliers lost their veneration of rank due to the elbow-bending at the bar and gathered around the illustrious man, with Capt. Forsythe speaking up, wanting the general to give him a P-51, after all, he had plenty. Doolittle ignored him.

Forsythe felt a taunt arising, especially since it seemed the "high brass" always flew in the co-pilot's seat and took the glory. "Say, General," he quipped, "who was your *PILOT* on the Tokio raid?"

At that, Doolittle choked on his drink, and screamed:

"Well, I'll be a son-of-a-gun, son," motioning to his command wings, "what do you think *THESE* are, lapel pins!"

The March 8 commander, "Colonel John," whom fliers called "Maw," or "Grandmaw," when he wasn't around, got the Silver Star for "superb judgment and gallantry" for the Erkner job, and kept the secret of his combat raids from his family, having learned to fly with the Texas National Guard at San Antonio, and his best leads included Regensburg, Feb. 25, Le Culot, Belgium, April 27, Brussels, May 25, and Schweinfurt, July 19.

The droll colonel was a stickler for VHF procedure, and over

Schweinfurt, while the 100th was in a quagmire of flak, some jocular pilot popped up on the VHF channel:

"Fireball Able, are you firing black-black flares?"

"No," came the retort from Bennett's lead ship, "that is NOT black-black flares,"—then, in a slow Texas accent, "that . . . is . . . FLAK!"

One pilot nettled him with another VHF query: "Fireball Able, my No. 1 engine is on fire, what shall I do?"

"I suggest," drawled the leader, "that you put out the fire!", while to nonsensical questions, "Colonel John's" admonition, "That is your problem, not mine; I repeat, that is your problem," became a by-word.

Bob Peel, who "went down" with Knight, Dahlgren on Swartout's lead crew, George Morgan on Mason's crew, and the great Armanini, later Third Division bombardier, were among the best bombardiers in the first months, while "Fearless Freddie"—so called because of his reckless jeep driving—Chapin, Tom Barrett, Reuben South, and others starred later. It took consummate skill, like standing on a chimney-top to drop pebbles on an ant crawling on the ground below, to be a bombardier, and within their fingertips these men held the success of a raid. A new "C. O.," Col. Bob Kelly, of Bethesda, Md., who arrived at Thorpe Abbots the week before, stood up at briefing April 28, 1944, and with him the "evasive action" which the bombers used to outsmart (sometimes) the flak gunners was a sore point, for he rightly believed it often ruined the aim of the bombardiers, and he wanted desperately to make bombings pay. Cherbourg was the target. Kelly said: "There'll be no evasive action, when we're on the bomb run," and at the last moment, "jumped" Swartout off the command pilot's position; the same thing happened to Swartout when both Barker and Fitzgerald "went down." Capt. Bill Lakin, of Boise, Idaho, was pilot, and "Bubbles" Payne navigator in the lead ship. Lakin had come back from Gelsenkirchen in the autumn of 1943 with one engine afire, and stepped out of his ship to hear of his promotion to first lieutenant. Payne had led many raids with Sammy Barr and Cowboy

Roane, and his ambition since he sold Saturday Evening Posts as a boy in Lexington, Ky., was to get into one of the military academies.

Over Cherbourg, Kelly said on VHF: "Hold your bombs, we're going to make a 360 degree turn and go over again." With scattered clouds and intermittent puffs of flak, the 100th turned for a "second run" on the same altitude and heading—one burst of flak caught Kelly's ship as the group flew in rigid formation, with the new C. O., Lakin, Payne, and others on the lead crew going down in flames.

Col. Thomas S. "Jeff" Jeffrey, 27, youthful-looking, with trim moustache and a V.M.I. background, left his old job as 390th air executive to command the 100th. A God-send, he had guts, and once, when the rest of the Eighth had turned back, venturesomely led the 100th alone en route to Poland, and a radio order was sent to bring the Bloody Hundredth home. He wasn't foolhardy, but a firm, meticulous disciplinarian. Under the reign of Harding, the airmen had mobbed the bar after raids, in raffish, disheveled dress, but the new commander stopped that, and being wise to the ways of morale, directed that a club be built for the enlisted men and gave his blessings for a 200-mission jamboree. "Colonel Jeff" wanted to correct the 100th's sloppy formation, ordering instead of a vulnerable 22-ship group on strategic raids, a 19-ship group (seven in the low, and six each in the lead and high squadrons) and whenever 36 ships were put up, they flew in 12-ship "groups." Don Ventriss came with "Jeff" as group bombardier, but "Crozz," the 100th's affable lead navigator, dissuaded the C. O. from replacing him.

"Colonel John" once stuck his head in a room, where the C. O. was lecturing crews, and said waggishly, "A man's on the phone—says his name . . . is . . . LeMay," for the caller, to be sure, was Gen. LeMay, the Third Division C. O.

"Colonel Jeff" acknowledged that with mock condescension:

"Well, maybe I'd better go talk to him!"

Having an urge to fly one day, "Colonel Jeff" picked out a plane and noticed it handled sluggishly in the air, because of heavy armor plate and flak vests in the ship, and later, grumbled to the

pilot, "Dillie, when I pull the nose of your ship up, nothing happens—it just won't rise up in the air."

"Yes, Colonel," agreed Dille, "but it sure descends fast!"

Somber were its chronicles and bloody its escutcheon after the 100th had flown to Regensburg, Bremen, Munster, and Berlin, and fresh but harried crews that came to Thorpe Abbots already were jittery and "flakked-up" about prospects of long life with the Bloody Hundredth. At Bovington and Stone, replacement pools, the dark notoriety of the 100th was impressed on the new crews, and those bound for Thorpe Abbots tossed their bags on trucks at the Diss station, scaled atop the luggage, and surveyed the sights on the winding road meandering five miles to the Thorpe Abbots field. Typical of those who rubbed their hands gleefully when the neophytes arrived were Glenn Rake's co-pilot, Drysdale, and "Pappy" Cummings. The word, "Let's flak 'em up!" went around.

Drysdale's flakking-up sermon went, "Boys, the flak was so thick we put our wheels down, and just taxied over it, and then I heard 'em talking on VHF, saying, 'B-17 going down in flames, FW 190's coming in!' and 'Mars bars and co-pilots, off to the right!'" Before seeing Germany, many newcomers had nightmares. One "flak story" involving the "ghost of Eddie . . .," a pilot slain at Berlin, related how the specter, togged in a sheet, came for nocturnal visits to the airmen's quarters in Naafi hall, looking around for his next victim—a story "Colonel Jeff" forbade to be repeated on penalty of court-martial.

To show how flak popped around their heads, the fliers gesticulated by putting finger-tips together, flipping them out, for flak was just as horrendous when missions were raised from 25, to 30, and to 35, although the Luftwaffe became scarce, which resulted in reducing the crews to nine men each with removal of one waist gunner.

Ralph Horne, of Brooklyn, told his crew to throw guns and ammunition overboard to lighten the ship, lacerated by flak on a raid May 1, 1944, and dipped low over the English channel, while a German motor boat pursued with fusillades of 20 mm. shells. A few raids later, a bomb tumbling out from a ship overhead jabbed

like a giant arrow into the tail of Burdette William's Fort, cracking the skull of the tail gunner, but the Tampa, Fla., pilot, despite auguries of death from the unexploded bomb, flew to Thorpe Abbots.

Beautiful, tranquil, the tawny wave-washed shores of Britain loomed when the bombers flew homeward, but the moat around England—the channel and North Sea—was a peril. "Rogers' Raiders," after "ditching" by Julian Rogers, the pilot, sank in 45 minutes, and the crew lashed rubber dinghies together in sight of the German shore, as night came. Gnawed by hunger, the co-pilot, Bob Lawler, said wanly:

"Say, how'd you guys like to have a nice, hot cheeseburger, now?"

"Shut up!"

Picked up by Dutch fishermen, the men were brought back by British air-sea rescue 40 hours later.

In late April, Carl Svendson tinkered with his instruments for the bomb run in France, the onus of bombing resting on his shoulders, as he was lead bombardier. Flak exploded, and Svendson's jugular vein was severed, but with one hand he held the cut artery, releasing bombs with the other.

Loren Van Steenis, of University Park, Ia., was flying "Hard Luck II" over Berlin, May 7, 1944, and his navigator, Harold Becker, of Stitzer, Wis., motioned with two fingers—"in two minutes, O.K."—to the bombardier, Lester Torbett, of Muskogee, Okla. Flak burst in front of the ship, and Becker lay with his head on his maps, dead.

Ed Butchino, of Brooklyn, and Nunziato Sansevero, of Brighton, Mass., came to the nose, but Torbett, himself wounded, insisted, "Take care of him, first," the gunners placing Becker's body on the catwalk. Van Steenis had become lost from the 100th, with no navigator, and little gas. A P-47 circled, and radioed, "P-47 to Big Friend. You in trouble? What can I do?"

Van Steenis replied, "Go on ahead, Little Friend, no use the both of us taking a swim in the North Sea."

"Don't worry about me, Big Friend. O.K. if I circle in radius of two miles?" The P-47 brought "Hard Luck II" home.

"Torchy III," flown by James Stout, of Indianapolis, reeled with

two engines out at 13,000 feet over the French coast. An ideal sea-landing is made by letting the tail take the water first, then the ship pancakes down gently the way a duck lands on water, but "Torchy" was too damaged to handle, and Stout ploughed with a walloping impact into the channel, where the crew scrambled into the dinghis—the radio operator, Dougherty, forsaking a good-luck swagger stick which he had carried on many raids. Seconds passed, "Torchy" still floated, and the radio man mused:

"Maybe I'd better go back in there and get that stick!"

Having been afloat 35 minutes, the ship sank.

"Well, maybe I better hadn't," Dougherty hedged.

A British air-sea rescue boat picked up Stout's crew, which included Chet Polak, bombardier, Bob Nelson, navigator, and gunners, Paul Calkin, Daniel Green, Bernard McDermott, and Charles Lynch.

The C. O.'s, Elton, of the 350th, Turner, 351st, Blakely, 418th, and Barr, 349th, revitalized their squadrons after March 6. May 19, two P-51's dived impulsively, and disbanded a clutch of 25 of the Luftwaffe, wherewith the enemy used "tail-pecker" and "sisters' act" attacks on the 100th. On May 24, Turner and Capt. Stanley Clark led to Berlin, and 24 opponents, after gyrating, at 10:30 a.m., hit the low squadron, and R. G. Roder, Martin Hoskinson, and Henry Jespersen floundered through the clouds. Eight turned back, and 18 others flew to Berlin, with Me's and FW's snapping viciously at stragglers for 45 minutes after bombs-away. A 20-year-old Jersey City youth, Bill McNally, in "Regal Eagle," piloted by James Noble, of Ben Hill, Ga., shot down four enemies as they came in "Indian file," on his tail guns. Nine of 12 missing bombers of the Third Division bore the 100th's Square D, and 35 men went to the airmen's Valhalla, while 55 were prisoners.

The raid over, McNally (whose four victims ranked him second of the 100th's gunners, behind Thornton, who had five to his credit) posed for photographers, and Paul Burns, a writer, asked, "Did it scare you, McNally, when those fighters came in?"

He grinned, "Naw!"

The weeks left in the gunner's life could be numbered on eight fingers.

13

And Then Came D-Day

Oh, my name is Doc McCarthy,
And they call me, "Mac the Quack,"
I'll give you your shot of whisky,
Whenever you get back;
If you should get clap from a toilet seat,
Or syphilis from a glass,
I'll take some penicillin,
And shove it up your arm!

—*An Airman's Lament*

STANLEY CLARK, a robust, jolly pilot with a cherry-red face, aspired to be an attorney, but after mustering in the Texas National Guard in 1940 (taking pre-flight at Maxwell Field, primary at Helena, Ark., basic at Gunter Field, and advanced at Blytheville, Ark.) he decided on the air corps as his career. Before he left for overseas in Nov., 1943, his last words to his father were:

"Daddy, I'll be seeing you when I'm a lieutenant colonel!"

Clark, who had the 100th's outstanding lead crew, so good, in fact, it could not be wasted on anything less than a division lead—a dubious distinction!—finished one tour, and wrote to his father in San Antonio: "Just because I put in my missions, it's no reason for me to come home, we still have a war to win." With Robertson, from Cowan's crew, and South, the ace bombardier, he led early pathfinder raids to Berlin, Brux, Regensburg, Hamburg, and Russia.

Over Augsburg, Clark was riding with a command pilot who blunderingly "feathered" the wrong engine—the misstep forcing Clark to abandon his wing lead and come back with two engines.

M.P.'s stood glowering by the doorways of the S-2 building, at "ops," and the briefing rooms, for at midnight, Thorpe Abbotts had

foreknowledge that D-Day, momentous, historic, was beginning, although the before-dawn skies, mist-blotched and cloudy, presaged bad bombing weather, and mickey operators with blind-bombing instruments would be on their mettle. The lead crews of "Colonel Jeff" and Clark, Reeder and Francis Kincannon, and Harris and Andrew Gorski, scanned maps of the Normandy beach—at Ouistreham. Bowman—"Major B"—the supple-witted raconteur, and former editor of the Boston Advertiser, gave a brilliant briefing, and the 42 crews listened closely. The knowledgeable "Major B" could glance for a bare five minutes over information on a raid, rush in a jeep to the briefing room, and give a superb briefing, and as head of "S-2," the intelligence section, his right hand men were "Kirk" Kirkpatrick, a Chicago newsman, Charley Turner, a Brooklyn school teacher, and a corps of briefing officers which included "Whisky Ed" Johnson, Jack Bauman, Eliud John Knapp, Paul Mackesey, James Shirley, Charles Terry, Charles Cowing, and Jimmy Bowers.

At 2 a.m., June 6, the 42 bombers awaited take-off. It seemed "routine," but many of the 400 fliers inwardly felt tense.

"Colonel Jeff" and Clark led A group, Reeder and Kincannon led B, Harris and Gorski, C, and D-Day crews took off: Lts. J. E. David, E. P. Noordyk, A. D. Elbel, A. F. Dunlap, G. H. Steussy, J. B. Noble, H. Rosine, D. R. McEwen, R. D. Chadwick, J. M. Shelly, G. A. Brewer, K. J. Dille, R. J. Schomp, E. J. Simmons, E. W. Wolf, J. E. Schwank, M. C. Rumley, S. T. Major, G. P. Fory, M. J. Anderson, J. R. Ransom, C. W. Woldt, W. L. Greiner, J. P. Keys, W. F. Terminello, R. F. Lischer, W. A. Ryan, J. A. Evans, D. C. Rice, G. Roth, M. A. Ehorn, C. C. Gustafson, G. S. Allen, L. E. Townsend, C. S. Hardin, J. D. Williams, and Capts. R. V. Monrad and R. H. Helmick.

At Ouistreham, the Wehrmacht had bastions of concrete purchasable with American blood. Stupendously, awesomely, the Eighth Air Force flew in a "flying wedge" along the Normandy coast, foreshadowing the ruin of Germany. At 45 seconds after 6:49 a.m. (in 25 seconds, troops would wade out from the landing craft) the

100th was over Ouistreham, where cloud shades hung below and the sky was barren of flak and Luftwaffe.

Thrilled at the vast concourse of bombers, everyone tried to put in a word edgewise on the interphone of the lead ship, but George Pendleton (too excitable, for he alone by using his blind-bombing set could peer through the clouds) yelped, "Look at all those ships down there, boy, what a sight!" Neither Dishion nor South could see anything but clouds.

Exhilarated, the 42 crews returned in mid-morning, florid with the spirit of comradeship with Americans who had stormed the beaches . . . flak and Luftwaffe be damned, the crews wanted to fly, for they knew they had an easy war to fight compared with the infantry. The weather cancelled the second D-Day raid, but in the afternoon, "Rosie," who had been flying almost without surcease since Marienburg, before Munster, led another 24 ships out, flying with James Noble, to bomb at 15,000 feet a bridge back of the lines, where the traffic of airborne infantry in gliders being towed by C-47's, B-24's, B-17's, etc., was inspiring. Weather clearing, the fliers saw warships in the channel cannonading Wehrmacht troops still holding out, while coming back to Thorpe Abbots, Glenn Rake, a pilot from Vancouver, Wash., tuned in on the BBC, and as he watched it below heard the BBC describe the invasion.

Magee Fuller commanded the 100th on a post-D-Day mission to Normandy, flying into "the soup" at 5,000 feet, and when Fuller broke out at 27,000 feet he could find none belonging to his formation, but espied five B-24's milling about, evidently lost.

He contacted the Liberators on the radio channel: "Come on, you damn B-24's, I've got to get a group together somehow!"—so the makeshift formation, Fuller in his B-17 leading five B-24's, bombed a railroad bridge at Tours.

July 12, Ed McKeague, of Lock Haven, Pa., gave the bail-out alarm when "Miss Lollipop" was doomed by flak, and began a descent to the water. Death was always too much a kinsman with airmen, and McKeague's engineer, a Texan, had frequently betrayed

his fears, "I know I'll never see my wife again—I just feel it, I won't."

With the abandon-ship order, the crew saw that the morose engineer had "frozen," too terrified to move, strapped on a parachute, and pushed him through an escape hatch. The ball turret gunner, dazed by the thud of flak, was also heaved out.

George Penman, of Brooklyn, and Bob Gallagher, of Allston, Mass., floated down in their 'chutes, tossing their shoes to attract attention of vessels in the channel, where a minesweeper pulled the two gunners aboard.

The old British seadog captain asked, "Are you hurt, chaps?"

Gallagher shook the salt water from his hair, "No, but my feelings are!"

The captain said, "You Yanks, you are all alike!"

Just before the ship plunged into the water, McKeague jumped, with 300 feet of altitude, while the engineer and ball turret man drowned, Penman and Gallagher being the only ones saved by a spendthrift fate. McKeague—who, some said, had become embittered against the 100th—died of shock and exposure.

14

Amerikanski! Amerikanski!

Oh, he started on the bomb run, making 30 miles an hour,
And the flak was bursting in his face;
He looked at his co-pilot, whose face was quite a pallor,
And the boys were seeing daylight through the waist.

—*An Airman's Lament*

PVT. MacSWEENEY, the 100th blacksheep, once bopped Major Utley, the ground "exec," on the head with a beer bottle, and made secret forays to the mess hall to steal eggs for the airmen in barracks 15. He would come back with his swag, and say: "If Maj' Utley ever catches me, they'll have to pipe sunshine to me!"—but Utley never caught him. Chuck McCormick was ring-leader for a band of vandals who ransacked a store-room at the Waaf-site where Utley stored a stock of new padded chairs, that looked nice in the barracks.

In a fish-gray dawn, June 21, 1944, the 100th took off with motley crews, including "Major B," crew chiefs, and "Butch" Rovegno, engineering officer, who was always to be found sunning himself, and who called pilots, "You damned throttle-jockeys." Clark's lead bomber had a cargo of bombs, and three cases of whisky. Page, Wolfstein, and Mathiasen were gunners on Clark's ship. Contradicting Kipling, the twain would meet on the first trans-European shuttle, with the first stop in Russia. A blob of FW 190's and Me 109's made an oblique pass near Ruhland, in the vicinity of Leipzig, and P-38's lackadaisically shot down eight, as the 100th dropped bombs on the Ruhland oil plant and flew onward, unmolested, to Mirgorod, 150 miles east of Kharkov. His "Skipper II" out of fuel, J. D. Williams, of Muleshoe, Texas, landed on a field, and

the Russian peasants, mistaking the bomber for the enemy, came pell-mell with knives and scythes, scowling in Russian, "Why do you land on our wheatfield?"

By good fortune, Din Gospodinoff, a gunner, of East Portchester, Conn., spoke Bulgarian, a tongue akin to Russian, and mollified the peasants:

"Mi Amerikanski!"

Overjoyed, they exclaimed, "Amerikanski, Amerikanski!"

At Mirgorod, Red Army men didn't comprehend the exotic U. S. customs—the painting of the abhorrent Nazi symbol on jackets—but smiled at pin-up art on the noses of the ships—like Lawrence Townsend's "Lady Luck," which delineated a red-head wearing polka-dot sarong and headlight brassiere, holding a four-leaf clover in the left hand and monkey wrench in the right. Isaac Golden, gunner, and Ludvik Svetlik, bombardier, helped to surmount the language barrier, as both knew a Slavic tongue, but mere words were no hindrance. One ace bombardier, George Morgan, strolling with one ally from the distaff side, came upon a rivulet, where the girl gestured, and Morgan, acceding to her wishes, climbed aboard and piggy-back forded the stream. Frank Petrdil, a Chicago navigator, entranced several girls with piano boogie-woogie, and Arnold Holmes, an Ohioan, was perplexed by one girl's autograph on his "short-snorter," until the felicitations were translated, "Greetings to an American airman helping to free us from fascism, Lida Alida." The bulbous-breasted Red Army women slogged right along with the men, carrying rifles.

The far-sighted "Colonel Jeff" spread the word that men of the 100th should bring canteen cups and line up to share the cache of whisky stored in the lead ship, wherewith ranks of the 100th miraculously grew to huge proportions.

The Luftwaffe bombed a base at Poltava the first night, wiping out the 445th group on the ground; next day, at sundown, a Ju. 88, over Mirgorod on reconnaissance, cast the shadow of a coming event. Using a stratagem, the 100th took off to seek refuge at another base near Kharkov, but the "PFF" ship of Jeffrey and Clark had a

misadventure in taking off. While their ship stood out in the middle of the Mirgorod runway, the crew, which included Robertson, Pendleton, South, and Dishion, whiled the time away at cards and a few nips. Soon the ominous roar of the Germans was heard overhead, and as flares illuminated the runway, bombs crunched, and the Russians added to the din—too good a show to miss. Pendleton grabbed a blanket, disdained the trenches, and lay on his back near the runway as the bombs fell. Undamaged, the lead ship flew to Krivoi Rog, assembling the 100th to fly several days later to Italy, bombing the oil plant at Drohobycz, Poland, en route.

The "PFF's" of "Colonel Jeff" and Clark, and of Kincannon, led crews of Lts. J. A. Evans, D. C. Rice, Simmons, J. E. Schwank, R. F. Lischer, L. E. Townsend, C. S. Harding, G. S. Allen, K. J. Dille, R. J. Schomp, G. H. Steussy, J. E. David, A. D. Elvel, E. W. Wolf, S. D. Eichen, C. C. Gustafson, T. H. Kemp, J. D. Williams, R. Cuming, J. R. Ransom, J. P. Rogers, J. S. Farcht, R. H. Helmick, and Chuck Mylius and Chadwick, the last two having been forced down near Kiev on the hop to Russia.

The group flew out of Italy over Yugoslavia to bomb rail yard at Arad, Rumania. "Butch" Rovegno, manning a nose gun, saw a tiny bit of flak which had torn through the fuselage lodged near his foot, and noticed that it had four numbers on it, one digit less than the last four on his serial number.

He exhorted Buck Mason, his pilot, "Let's get the hell out of here—the next one has my number on it!"

Eventually South, who had done wonderful bombing with Clark's crew, returned to "the States," and was given a physical examination. The medics who told him, "Say, you are worthless as a bombardier, why, your eyes are 20-40!"—didn't know that South had "creamed" targets all over Europe.

15

"Did You Ever See Such Big, Black, Loud Flak?"

We're going on a mission, we know we'll all be back,
We don't mind the fighters, and we don't mind the flak;
For we're the 100th bomb group, tried and true,
We're going up into the blue,
We're going on a mission, and we know we'll be back.

—*An Airman's Lament*

MID-SUMMER came, and Armageddon was a village named St. Lo; at Thorpe Abbots, the Stars and Stripes and the London papers were propped against the cups on the tables in the mess halls. The stalemate was the cue for airpower, and the airmen relished the prospect of missions against the front lines, "milk runs," no Berlin, no "Happy Valley," just Germans quaking in their foxholes, clawing the earth, the cadence of bomb bursts driving them to the brink of insanity or surrender. "Major B" read the message sent from Gen. Eisenhower:

"It is urgent that we get the bombs on the battle line, because Patton is set for a break-through."

July 24, 1944, the 100th, 42 ships strong, was ready for St. Lo, and over the channel, bomb bay doors open, the bombers were forced down to 14,000 feet, from where, realizing the weather had made it impossible to bomb, "Colonel Jeff" led the 100th back to base.

A road linked St. Lo and another village, Periers; within a rectangle running parallel and south of the road, the Germans had entrenched, with U. S. troops some 300 yards to the north of the

road. The bombing plan included a tenuous 300 yard "bomb safety line" in front of the troops, marked by red smoke at two-minute intervals between zero hour at 12:30 p.m., minus five, until zero hour.

July 25, the 100th flew with the 1,450-bombers-strong task force to bomb the front lines. The air was bumpy, smoke and haze of battle covered no-man's-land, and halfway down the bomb run, eyes of the Fortress men were diverted to a B-24 off to the right headed back towards the channel, and, ringed by flak, it rolled over, a ball of fire.

A fervid shout came over VHF: "Hold your bombs, you're dropping short!" Bombs, which didn't take sides, killing Germans and Americans with equal impunity, were falling, 38 of the 100-pounders from each ship, taking fleeting seconds to disgorge from the bays. The bombardier in the 100th's vanguard ship, flown by "Rosie" and M. A. Ehorn, non-plussed when he saw smoke on the battlefield, withheld his bombs, dropping in the rear of the German foxholes, while the 100-B commander, although admonished to the contrary, ordered his bombardier to "drop," and 100-C followed suit.

As the battlefield below suffused with smoke and haze, the 100th wheeled to the right, parallel to the St. Lo-Periers road, and in the turn, Townsend's ship in B group was hit by flak. Others in B group watched Townsend bail out through the navigator's hatch in a delayed jump, his ship flying on for some minutes. Part of the Townsend crew, on the last raid of their tour, came down in the American zone, the pilot landing among the Germans.

Beads of sweat on their faces, transient scars made by tight-fitting oxygen masks on cheekbones, and in their arms the A-3 bags containing parachutes and other impedimenta of warfare, the fliers clumped dejectedly, chagrined, into the interrogation room, many fearing that the bombs had swirled down into the forbidden zone where U. S. troops waited; the infantry was hot under the collar about it. The 100th's "strike photos" taken as the bombs fell, showed the B and C bombs on the U. S. side of the St. Lo-Periers road, and A's in the rear of the Wehrmacht. The vituperation and wrangling continued, but "Major B," chief of intelligence for the 100th, was

told by Eighth Air Force Hq. that the Bloody Hundredth had been "definitely" exonerated in the St. Lo bombing—presumably, B and C bombs had fallen in no-man's-land but did not kill any Americans; however, some who flew on the raid were not convinced.

August 7, the 100th led the Eighth and Ninth Air Forces to St. Sylvain, Normandy, not far from Caen, where the Wehrmacht had bogged down the British and Canadians. "Colonel Jeff" summoned Lt. Phil Scott: "The ship is yours, 'Scotty,' I'm going along for the ride—I'll just answer the 'telephone.'"

By "telephone" the C. O. meant the VHF—the call signals on which would be "Elland K King," and the authenticator, "Tarheel," for the task force lead ship of "Colonel Jeff" and "Scotty," while Major Joe Zeller, flying with Clark's former co-pilot, Ehorn, led 100-B. It was smooth flying, 'til the 100th turned to make the bomb run at 12,000 feet, when German 88's began rampantly to throw up the flak, through which the 100th flew for 17 minutes, possibly the most harrowing flak ever encountered anywhere by any air force.

"Fearless Freddie" Chapin, of Parkchester, Bronx, who had come to combat to avoid a court-martial brewing in "the States," was the lead bombardier in "Patriotic Patty," and though never inside a Fortress before his first raid, he subsequently flew 15 group leads. Over St. Sylvain, flak pierced through Chapin's leg, and as blood poured down to his shoes, Dishion, command navigator, and Koury, navigator, tried to aid the 21-year-old bombardier. But "Fearless Freddie" shook his head. As the blood oozed, his attention was fixed on bombing, for it was precisely 12:30 p.m., time for "bombs-away," and he aimed the bombs on regimental headquarters of the Wehrmacht.

Twice, John Keys, of Elizabethton, Tenn., had flown through close scrapes at Leipzig, and Berlin, but the St. Sylvain flak struck off the tail of Keys' ship, which went into a steep dive. A flak burst hurt Ed Lindsay, of Los Angeles, co-pilot, and "Granpappy" Griffin, of Coin, Ia., bombardier, in the ship flown by Charles Streed, of Glendale, Cal., and wincing with pain from a deep wound on the right hip, Lindsay

used a pocket knife to cut loose his clothing so a bandage could be applied, jesting:

"Boy, when this war is over, I'm going back to California and grow oranges the size of Texas watermelons!"

Streed called Griffin, "Bombardier, are you hurt?"

The thud of flak had dazed him, but "Granpappy" replied: "No, I'm O.K."

"Colonel Jeff," back from St. Sylvain, called Streed into the S-2 room, where the C. O. was drinking a mug of coffee, and said, as the pilot entered:

"Streed, did you ever see such *BIG, BLACK, LOUD*, flak in all your life?"—his hands trembling slightly as he set down his mug. When Streed noticed that, he didn't feel so bad, because he was shaking himself.

16

Who Bombed Thorpe Abbotts?

Now, he called up the leader, said, "There's bandits in the air,
Is this message of mine understood?"
Fireball Leader said, "Close up the formation,
Let's make the old 100th look good!"

—*An Airman's Lament*

THE PILOT Allen had an engine afire after takeoff from Thorpe Abbotts, and the remainder of the 100th was held on the ground while he maneuvered for a landing; as he was on his final approach, "Colonel John" Bennett picked up the mike at the control tower to order the group to begin takeoff.

Allen radioed for instructions to salvo his bombs, the orders being reiterated, but because of chatter on the VHF channel Allen couldn't get them straight. When he repeated the instructions to the tower, it sounded as though he intended to bomb Thorpe Abbotts.

At critique after the mission, "Colonel John" got up: "Who was the dope who wanted to bomb Thorpe Abbotts?"

Allen, red in the face, sprang up, and retorted: "Colonel, sir, I would have been on the ground clear of the runway in a minute, if some fool hadn't cut in on the radio and screwed the whole thing up."

The colonel looked up sharply at the pilot.

"Oh, was that *YOU*, sir," stuttered Allen.

One dark night, a bomber approached Thorpe Abbotts and the control tower, with civility, gave the green light for the nocturnal visitor to land. Towards the runway, lower, and lower, came the bomber—a Ju. 88—to drop two 500-pounders, compelling many

barefooted men, in negligible night-clothing, to forsake warm "sacks" with promptitude, in favor of the chill bomb shelters.

In August, John Goethel, bombardier from West Newton, Mass., jumped from his ship, doomed by bullets test-fired from other ships of the 100th. In palmy civilian days, he never swam in deep water, and, worse luck, on landing in the icy water of the channel his mae-west didn't inflate. A small patrol vessel lingering nearby failed to spot Goethel, and sped away. Staying afloat by sheer will-power, the West Newton airman was alone in the vast desert of the sea, and the thought turbulently raced through his mind, "If I sink, my mother will get one of those telegrams . . ." An hour and a half passed, Goethels resolving to struggle for his life a few minutes more and dimly, in the distance, he saw a rescue ship coming closer, and closer, someone aboard shouting, "Hang on just a bit longer, chap!" It was good to hear an English accent.

"Mac the Quack," Capt. MacCarthy, who, like the other medics, Docs Hardy, Kinder, and Smokey Stover, were old-timers with the group, had an uncanny eye for "goof-offs," heirs of the goldbricks of the first World war, one of whom whimpered to "Mac the Quack" that he had bad pains in his chest while breathing.

"What'll I do about it, sir?"

"Stop breathing," proposed "Mac the Quack."

Another headache for the doc, the 349th's flight surgeon, was the pilot Woodall, who would become "stinko" and ask for something to keep him awake on the mission, and after the raid was over, wanted pills to put him to sleep. Aug. 5, Woodall flew on the wing of Gallagher, who blew up over Magdeburg, the blast sending Woodall's ship over on its back, straight down with the bits of Gallagher's ship. Shaking their heads, the fliers said the usual "T.S."

The legendary co-pilot for Woodall, and later for Luther Bennett, yclept "The Whippet," perhaps the most maladroitness of all co-pilots, started the engines one night, brakes unlocked, and the ship ploughed through the crew chief's tent; on one occasion, when the pilot ordered him to "feather 3," (meaning, of course, No. 3 engine) "The Whippet" "feathered" three engines, making them inoperative.

"Dish," the navigator, quizzed the co-pilot why he had the idiosyncrasy of leaning his head on his right shoulder when he walked, receiving the elucidation, "Well, I usta carry it on the other shoulder, but it got tired there!"

Ranson's co-pilot pulled up landing gears on the ground, and the ship—a spanking new one—flopped on its belly, the co-pilot being thus reproved by "Butch" Rovegno:

"Damn it, son, you could at least pick an old airplane!"

Under Turner, the 351st went 50 raids after Berlin in early March without loss, and the squadron "C. O.'s" became Reeder of the 349th, Youngs of the 350th, Emberson of the 351st, and Zeller of the 418th. Zeller flew with the command pilot Turner, White, bombardier, and Bonitz, navigator, in one of his early leads to the Chatteaudun airfield.

Col. Kidd was lecturing new crews one day, "Now, we won't have any fighter support after we get to here"—pointing to a spot on the map of the Reich—"that's where the P-51's will leave us, but the P-47's will give us 'area sixteen' support," at which his auditors gave Kidd a quizzical look. "Oh, about this 'area sixteen' support, I don't know what it is, but it sounds damn good!"

After Magdeburg, Woodall came back with an incredible story that his togglier salvoed the bombs as the plane pulled out of a dive, "and so we dive-bombed the town of Brunswick!" "Mac the Quack" caught a glimpse of Woodall, knocking people over with a propellor blade with a three-inch hole in it from an 88 mm. shell, racing for a train out of London, he wanted so to take it home as a souvenir . . . but authorities on the boat said no.

When a Fortress "goes down," it doesn't go suddenly into a violent maneuver, everything seems to happen slowly, first a thin trail of smoke usually from one of the engines, then the ship wheels out of formation and starts losing altitude. At that point, without supporting fire power from the rest of the ships, it's a "dead duck" for enemy fighters. Its course may follow any of several general patterns of behavior; the fire in one ship increases as the gasoline tanks in the wing begin to burn, parachutes blossom out, and as the wing becomes enveloped in flame, there is a sudden

explosion and practically nothing left but four orange balls of fire—the main gas tanks; another ship burns hardly at all, but goes into an ever-tightening turn until it spins, and as it goes down twisting the tail comes off and three or four 'chutes may be seen—gunners being thrown out, but because of centrifugal force, pilot and co-pilot don't usually get out, and this ship slowly disintegrates as increasing speed tears it apart. A third may behave like one of the 100th's at Norway, which the crew abandoned because it seemed the ship would blow up, but instead it flew on by itself and did fancy acrobatics on the way down.

17

The Lost Squadron

His name is Colonel, he's the leader of the group,

So gather 'round, you pilots, and he'll give you all the poop,
He'll tell you where the Luftwaffe is, and all about the flak,

He's the last one to take off, and the first one to get back!

Early aborts, avoid the rush!

Early aborts, avoid the rush!

—*An Airman's Lament*

ON A VOYAGE on the Aquitania in late July, 1944, two passengers, a pilot from Vermont, Paul Corley, and a blonde U.S.O. singer named Eileen, planned to meet in London for a dinner date, and when the ship docked in Scotland, they said goodbye.

Corley joined the 350th squadron, and Sept. 11, flew in the low squadron through France, into the Reich at Frankfurt, north of Switzerland, and on a feint towards Berlin. The pathfinder crew of Youngs, Gunter, and Fory led the group, Leslie Roediger, of Fair Oaks, Cal., led the high, and John Giles, of Trenton, N. J., flying with J. M. Shelly, commanded the low squadron. The wing leader announced on VHF "bombs away" would be in 15 minutes, and blind-bombing would be used because of clouds.

With no inkling of the Luftwaffe, gunners gazed out into the sky, seemingly tranquil, although the "escort" had been absent for 10 minutes. The tranquillity was illusory; at 12:05 p.m., unheralded, with no alarm on VHF, the Luftwaffe hit with everything it had, the dare-devil, irascible Me's and FW's attacking. Sixty planes "stacked" in three waves 20 abreast came deceptively from "out of the sun," so that the gunners must squint into the sun's glare to

fire; the gunners were alert but overwhelmed, so massive the assault that the chin turrets could not be brought to bear. The Luftwaffe, with its "company front" tactics, flooded down on the low squadron of 12 ships of the 350th squadron led by Giles, diving within 100 yards, tearing apart the squadron in 30 seconds, its cannon shells in frontal attacks exploded against the wings of the bombers in devastating, staggering seconds.

His wing-tips burning and fuselage breaking, Giles told his crew to bail out, while simultaneously the ship of Joe Raines exploded off Giles' left wing, Raines' co-pilot being the only one to jump. Carlton blew up, the navigator and co-pilot being thrown clear. Two 20 mm. shells hit through the waist window and in a gas tank of C. E. Baker, wings shriveled, fuselage snapped in the middle, and the plane became a sepulchre for seven men. H. R. Taylor's ship did a wingover, with fiery gas tanks, and parts falling off, and the pilot tried to crash-land with a full crew but all were killed except a waist gunner.

Ray Heironimus, of Washington, D.C., nosed up, stalled, and went down 6,000 feet in a tight spiral as his radio operator, W. C. Terry, bailed out, and R. C. Carl, another gunner, was wounded. Heironimus felt sick from the wretched sight of his friends "going down," the wings of their ships snapping with gush of flame, the red fire contrasting against the backdrop of livid clouds, and haggard pictures of himself being thrown out, fire engulfing him, passed through his brain. The three ships surviving the 30-second scourge, Heironimus, Corley, and H. R. Schulte—the latter pilot dead from a 20 mm. shell—fled towards home, as P-51's tardily scattered the 150 Luftwaffe fighters, but gone were crews of C. E. Baker, W. R. Carlson, C. O. Daniel, O. C. Everitt, H. E. Holladay, J. H. Raine, L. W. Riegel, H. R. Taylor, and A. E. Tromer.

The Leipzig flak caught the ship of Schulte. For 20 minutes, with his crew holding off fabulous numbers of enemy planes, Corley flew on, but, odds too great, gave the order to bail out, and as he jumped, the impish thought came to him: "I guess I'll have to break that date . . ."

The 23 remaining ships of the 100th bombed Ruhland. Heironimus and Glenn Peavy, co-pilot, of Sylacauga, Ala., crash-landed in a turnip patch hard by the front lines, and French peasants came with a bottle of wine and horsemeat. Others on the only crew to survive from the 350th squadron of 13 ships were G. H. Geise, J. L. Skar, R. S. Barnett, C. E. Miller, and M. D. Cooper, and the battle toll was 52 dead and 47 prisoners.

Captured, Lt. Red Skelton discovered a week later that he had not come scot-free through the battle, for a chunk of cannon shell had lodged in his posterior.

18

Who Ever Heard of Merseburg?

Our bomb group goes always to Merseburg,
Our bomb group, it never turns back;
Our bomb group goes right to the target,
We don't give a damn for the flak!

—*An Airman's Lament*

FIREBALL McCoy ventured the opinion that one pilot who had come recently to the base was a "meatball," but, he added, combat made some men's nerves awfully jumpy. To that truism "Stan" Diamond, co-pilot for the pilot in question, nodded in agreement, replying: "It scares me to death, to fly with him." A scholarly former instructor at Duke University, Diamond had a fine career waiting after the war. He had taught the theories of Grotius and Clauswitz in political science courses, a far cry from flak and fighters, and his wife Ann returned to their old home in Wichita, Kan., when "Stan" went into cadet training. At Thorpe Abbots, he requested to be put on another crew.

Thorpe Abbots was awake, the coverlets of night hung tentatively over the low fields on the gentle earth, daybreak betrayed itself faintly through the mist of morning, and the engines of the bombers whined with throaty, monotone voices. The huge wheels revolved over the concrete perimeter, while nearby, chickens groped nervously on the chilled earth, and "Limey" workmen, lean, with scarfs about their necks, pedaled bicycles on the road separated from the air-field by a saggy wire fence. The crews felt irate that they had been fed powdered instead of fresh eggs, before a mission of 10 hours' duration. The 38 bombers, at the beck and call of war, glided down

the runway at fleeting intervals, July 28, 1944, and commanding the force, Major C. B. Emberson flew with G. P. Fory, the pilot, R. L. Maby, navigator, and R. R. Searle, bombardier, the Leuna oil plant at Merseburg being the target. Its yearly output of 600,000 tons of oil half again over any other in Germany, bombing had reduced Leuna to 38 per cent of capacity, after Brux, Czechoslovakia, originally the largest synthetic oil plant, had been destroyed by RAF and AAF. Merseburg was one of the small cities which are like nameless stars in the sky, until like Sarajevo, and Appomattox, they flare brightly into the firmament of mankind by war's eruption. The 480 flak guns which protected Merseburg poisoned the sky, an overhanging, lethal blanket, and Wehrmacht troops who manned the flak batteries, the fliers jested, were "bucking for the Iron Cross."

Clouds hid Leuna, July 28, and Floyd Mason, his ship afire from an oxygen tank, went down. En route to Thorpe Abbots, Emberson led through the clouds over the sea, where Albert Spear and Wesley Stansbury collided, wreckage spiraling into the sea. Finding himself in a severed tail, Robbie Gill, of Hamlin, Texas, strapped on his 'chute, jumped, and was rescued, but 17 others—including Diamond, who transferred to Spear's crew—were lost.

July 29, the 100th flew in A and B groups, the Eighth Air Force synchronizing attacks on inhospitable Merseburg and Bremen, whose oil was blood and flesh of the Wehrmacht, the 100th's command pilot being Howard, "ops" officer of the 350th, who flew with Dunlap, while 100-B was led by Joe Zeller, 418th C.O., and Harris. The sky over the Reich was clear, and for 40 square miles around Merseburg, red, white, and black bursts of flak—a nightmarish color scheme—tinted the heavens, as the bombers flew at 26,000 feet; perhaps only "Happy Valley," the Ruhr, could be worse.

Howard's 100-A group flew with the 390th, which led a wing on a faulty course over Leipzig, and, in a fanfaronade of flak, on a southerly course towards Merseburg, while B-group flew on course to Leuna. Flak struck the right tokio tank of Capt. Robert Schomp, who led B's low squadron, gasoline streamed out, flames whipped from the wing to the tail, and, after "bombs away," Schomp instructed

Wolf, flying nearby, to take the squadron. Zeller led on a straight and level course over Leuna, and after bombs were dropped, turned quickly out of the flak. The instruments on Schomp's plane did a crazy dance, and, showered with glass and debris, after the others had jumped, he told Preher, his co-pilot:

"Get out, I'll put the plane on automatic pilot."

The ship blew up seconds after the pilot jumped.

Presumably, when the 390th, with 100-A ships among those following, flew towards Merseburg on the round-about course, the Wehrmacht batteries were forewarned. The low squadron of 100-A, including Eden Jones, Carl Gustafson, Clark, Fitzroy, and Phelps, vanished on the bomb-run, and with "bombs-away," one exploded, two 'chutes emerging; another, four engines belching flame, looped high above the formation; a third, set upon by some of the 40 enemy fighters that flew into the flak, went down with two engines on fire and wings splitting . . . 100-A was chastened by the flak for 11 unendurable minutes. Zeller's 100-B ships had hit Leuna, but 100-A, despite its flak ordeal, dropped wide.

"Grind-'em-out" Greiner, who was flying to break in a new crew, called Zeller on VHF: "I've lost an engine and am low on gas, how about slowing down so I can catch up?"—but a jet-plane shot down Greiner. Of 72 men lost in eight crews, 32 were killed, and two of the luckiest crews were those of Schomp and Steussy, all of whose men were saved.

Half who landed in parachutes, (two of the "bail-outs," Joe Foote, the navigator, and Arthur Frankenburg, the bombardier, from Morris Clark's crew, estimated) were slain by the Germans. Frankenburg was beaten with clubs and rifle butts by the wrathful civilians, and with Foote, at a prison camp, was forced to stand two hours each day for roll call, wearing leaky shoes in the slush and cold.

September 2, the Eighth dispatched 1,168 bombers, and of the 383 which bombed Merseburg, 36 were from the 100th. Forty miles away, bombardiers picked out the target, and the attack was carried out while U. S. escort fighters fought off the Luftwaffe. Sept. 28, the bombs of 100-A, led by Emberson and Roediger, fell astray near

Leipzig, while 100-B, commanded by Scott and Fory, bombed Leuna through clouds. Fory had 23 "leads," but was at odds with Jeffrey, and went home a first lieutenant.

November 2, over Merseburg, flak burst behind the ship flown by Dave Raiford, of Ivar, Va., who regained control, but checking the crew on interphone got no response from P. F. Fitzsimmons, the 19-year-old tail gunner.

"Check the tail," Raiford 'phoned his radio man.

"It's no use."

The tail gunner was decapitated.

Sammy Barr, one of the 100th's "originals," who succeeded Bennett as 349th squadron C. O., and who turned the squadron over to Reeder when he left for a rest, led the Nov. 2 Merseburg raid, taking the 100th over the North Sea north of Amsterdam, into the heart of the Reich with strong escort, flying with Paul Spurgeon, in "Jimbo," Joe Anderson and J. F. Larson, navigators, and Frederick Theesefelt, bombardier. The two groups of the 100th behind Barr were led by Smith and J. L. Gay, with L. R. Kimball, navigator, and D. Labri, bombardier, and by Cope and Joe Trapnell, with "Klink" Klinikowski, navigator, and E. H. Davis, bombardier.

Fog, on November 30, lay low over the Luftwaffe bases grounding the enemy, and the day was propitiously ideal for bombing. "Scotty"—Phil Scott, the 351st "ops" officer—was named to lead the 100th in "Bluegrass Blitzkrieg," flying with Joe Trapnell, who once bailed out with his crew over England, and who, at 20 years of age, was one of the Eighth Air Force's most youthful lead pilots. "Klink," who penned the Merseburg rime in honor of "Scotty," was navigator, and E. H. Davis and M. S. Kretow, bombardiers.

Once, in a nearby village, "Scotty" was spending an evening, and a British citizen happened to arouse his ire, so without much ado, "Scotty" walked up, and quoth: "My name's Scott!" With that news, he landed a blow on the English chin, an act that purportedly delayed his captaincy. An intrepid, natural-born flier, Scott flew to targets, come hell or high flak, with seven leads to Berlin—one of the best

being to the Daimler Benz factory—and four to Merseburg eventually to his glory, with his bombardier often "Fearless Freddie."

November 30, the 100th flew at 30,000 feet behind the wing-leading 95th group, and with Merseburg 20 miles away, welcoming blasts of flak popped up, hitting some ships of the 95th, which lunged down. Jettisoning bombs, the 95th made a 90 degree left turn, in compliance with the craven order given by the general who commanded the wing from the 95th's lead bomber.

Adopting the harsh view that the 95th was "taking the easy way out," Scott spoke up on VHF:

"Fireball Red, what's the matter? Are you all a bunch of yellow-bellied son-of-a-bitches?"

All pilots in the wing heard Scott's rebuff, knowing it was directed at "Fireball Red," the lead ship, and the general furiously fumed on VHF:

"Who made that remark?"

Unabashed, Scott, a massive-framed one-time Kentucky football star, contemptuously told him.

As the 95th quailed from the flak, the 100th forged on, alone (Scott remarked, later, "May I add, that was not very healthy!") in the lead bomber being the gunners, A. T. Bridges, N. L. Kiefer, L. S. Brant, and the fire-control officer, Lt. D. H. Nelson. The flak was deadly thick for 11 minutes (seven before, four after, bombs away) and the 390th group trailing behind suffered appalling losses, while the 100th's Vermont Anderson, caught by flak before bombs away, went down flaming in a tight spiral. Martin and Ernst led 100-B, with E. K. Wilcox, navigator, and E. E. Lockhart, bombardier, and 100-C was led by J. R. Ricker, and Robinson, with J. H. Krepis-man, navigator, and A. S. Tong, bombardier.

"Colonel Jeff" waited back at Thorpe Abbots, his ears ringing with the general's indignation, but when the group came back, the impetuous "Scotty" contended he couldn't recollect his taunt as the pilots ganged around him, but he confessed, "It sure sounds like me!"

The general wisely let the matter drop.

Hamburg—The Last Big Battle

Now he looked at the date, 'twas 31st December,
And he said, "It's New Year's eve,
If I can get back to Old Thorpe Abbots,
Never the ground I'll leave."

—*An Airman's Lament*

IN HIS thirteenth raid, as was his wont, "Duke" Gwin half-dozed through briefing; in Whittier, Cal., "Duke" was renowned for being reluctant to shake off the wooing of Morpheus. The last day of 1944 was at hand.

The navigators jotted down the time, 11:55 a.m., New Year's Eve, in man's wonderful way of charting the earth's lawful travel about the sun, but wistful human nature which led inhabitants of the globe to toast the passing year's neglected days, or the new-born year's more hopeful ones, was far from the thoughts of the airmen. The actions of men, the Americans of the Bloody Hundredth and Germans in the Luftwaffe, could not like the earth's equilibrium be predicted by calendars and diagrams, and at the moment when the bombers flew onward to the great port city of the Reich, the Deity looking down on the stage of the world could have seen contrasts of human actions—at the selfsame moment, a gay crowd in a Chicago hotel plotting the jolly anticipations of their New Year's fun; a child sleeping quietly in the shabby room of a Kansas farm; the noon queue forming for the two-shilling lunch at Lyons Corner house in Piccadilly Circus; a woman lying awake, in San Francisco—there it would be the middle of night—uttering an unpremeditated prayer for her husband, flying at the other end of the earth. The Bloody Hundredth was at Hamburg.

Hamburg was cloud-free, and black-hued flak mottled the sky with white flak bursting overhead, a devil's canopy, one of the first bursts hitting Floyd Henderson's ship before bombs away—he salvoed bombs, then nosed down, crashing into Clifton Williams' ship, and both fell to earth. One engine on Billy Blackman's ship began to smoke, and as he lagged, German fighters dived down, shot at his engines, and his plane exploded, the pilot and several others bailing out.

Norman Heilbuth, of Chicago, right waist gunner in Gwin's crew, felt a jolt in the stomach, and cried out on interphone, "I'm finished!"—while through his mind flashed the thought of his wife and five-month-old twins. He glanced down—a huge piece of flak had embedded in his flak suit, and though stunned, he was not wounded.

The synthetic oil plant at Hamburg was not hit by the Bloody Hundredth's bombs, but ahead, fighters, friend and foe, were dog-fighting, weaving a grotesque fabric of vapor trails.

The navigators noted the time—11:56 a.m.—and the Bloody Hundredth was at the rally point, the "R.P.," on the turn away from the target and Germans were attacking. Martin and Jones led 100-A, with Storm Rhode, radar navigator, A. H. Juhlin, D.R. navigator, and Tom Barrett, bombardier, 100-B was led by Cruver and Wilson, with H. Tennenbaum and C. Scott, navigators, and D. Eden, bombardier, and 100-C was commanded by Wooten, flying with DePlanque. The formation was "good and tight" the 100th coming seventh in the Third Division column.

The "bandits," some 50 silver-colored FW 190's and Me. 109's, and two jet Me. 262's, came in fast, but they were not the skilled German pilots of Regensburg, and Berlin, for many of the Luftwaffe's best had died from the guns of the Bloody Hundredth and other groups, as well as the R.A.F. Although timing their entry into battle with the let-up of the flak barrage, the German pilots seemed skittish and un-coordinated, and using "roller coaster," "Swooper," and "triple threat" tactics, broke away 500 yards out, dived to the right, and assembled behind the Bloody Hundredth for further at-

tacks. Bombers which lagged were pounced on instantly by three or four of the Luftwaffe, diving in at point-blank range.

Several minutes after the target, Carroll's ship blew up, and Ralph Whitcomb circled, one wing on fire, for two minutes before he went down in a spin, his fuselage masked in flames, and other stragglers, damaged by flak or cannon shells, were easy prey for the Luftwaffe.

At 11:57 a.m., John F. Morin spoke over VHF: "I'm going to ditch if I lose another engine—I've already lost two," his tail gunner, Dale Brown, dying of bullet wounds, and Bill Wright, wounded by a 20 mm. which exploded in his ball turret. At 12:10 p.m., 14 minutes later, the U. S. fighters dispersed the Me's and FW's, but stragglers were imperiled, like Charles C. Webster, who peeled out of formation, was airborne for a brief moment, and as Germans raced in, his flaming plane fell and exploded on the ground. At 12:25 p.m., William Mayo, of Los Angeles, was heard on VHF: "I'm at 13,000, over Bremerhaven, in heavy flak, two engines out!"—and he was last seen skirting the German coast, lowering his ship towards the open sea.

Hamburg lay behind, its dead under the ruins, and Luftwaffe fliers who lived were landing at their fields, as the Bloody Hundredth flew over the North Sea, 30 miles from German shores.

Glenn Rojohn, of Greenock, Pa., flew in to "close up" the empty place in the formation left by the loss of Webster, but unbeknownst to him, William G. MacNab's ship was rising slowly under Rojohn to fill the same position. In agitated tones, E. A. Porter, a pilot from Payton, Miss., sounded the warning over VHF: "F for Fox, F for Fox, get it down!"—however MacNab, whose radio was dead, did not hear. Not to see the collision which seemed inevitable, Porter turned his head, while two of his gunners, Don Houk, of Appleton City, Mo., and Clarence Griffin, of Harrisburg, Ill., watched aghast, as MacNab and Rojohn settled together "as if they were lifted in place by a huge crane," and many of the 100th's anguished fliers saw the two Fortresses cling—Rojohn's, on top, riding pick-a-back on MacNab's, how held together being a mystery. A fire started on

MacNab's ship, on which three propellers still whirled, and the two bombers squirmed, wheeled in the air, trying to break the death-lock. Four bailed out—Roy Little, of Cudahy, Wis., and Francis R. Chase, of Hartford, Conn., from Rojohn's crew, F. Seyfried, Jamaica, L. I., and Duane Rench, of Alma, Mich., from MacNab's, only to drown in the icy water.

The elevator and aileron control surfaces were functioning, and Rojohn and Bill Leek, his co-pilot, literally flew both ships. Not knowing if MacNab were alive, they wheeled in a huge circle, and crossed the German coast at 10,000 feet, where Rojohn's navigator and toggaller bailed out. To Rojohn and Leek, the prospect of life seemed to be vanishing, and they felt they were "goners"—to bail out would have required going back to the tail, and the ships would have gone into a spin.

The pair in the cockpit of the top bomber held the two ships in a landing attitude, and as they hit the ground, the top ship slid off, and MacNab's exploded. Barely hurt, Rojohn and Leek walked from the wreckage, which the Germans viewed with astonishment, one German speculating: "You have a new bomber with eight engines?"

"Yes, yes indeed," said the pilot.

Washington and Shirley from Rojohn's crew parachuted onto the coast, and Neuhaus came down on an island to join the others in camp, while Elkin alighted in water 10 miles off shore, and was dragged onto the beach by his parachute.

All the engines of his ship out, Morin crash-landed on a field near Emden, where Brown died after being taken out. Later, Morin and Carroll were in the same prison camp.

Back to Thorpe Abbots flew the surviving crews of the Bloody Hundredth, Martin-Jones, W. A. Charles, R. L. Dovel, Duke Gwin, D. E. Hutchinson, T. C. Hughes, J. W. Knowles, H. F. Streich, Cruver-Wilson, H. W. Buckley, T. J. Carley, W. S. Ivošević, D. C. Liljenquist, J. H. McLaughlin, F. H. Mikesch, A. A. Prestholdt, Wooten-Deplanque, C. O. Daniels, S. T. Lawrence, J. W. Michael, F. O. Parrish, E. A. Porter, W. R. Radke, D. C. Raiford, J. L. Gay,

and G. P. Kane, while from the 12 lost ships, 44 men were killed and 63 captured, and the Eighth Air Force lost 36 bombers.

Rojohn greeted survivors of the battle, "Boys, if anyone had told me two B-17's could be landed, locked together, I would sorta doubted them—well, they always said back at the group that any landing was good if you could walk away from it!"

Back at Thorpe Abbots, "Dud" Ingraham, a bombardier, who with Beck's crew had come through a crash-landing in France, wrote in his diary on the first day of 1945: "... everything has been building up to a climax of combat since last April, and now that climax is reached with frightening reality. It's hard to determine my chances of coming through 35 missions, alive, and now I'm faced with the 'institution' of death, and it's no fun." "Dud," who had been a church organist in Bristol, Conn., then wrote words of a poem he remembered:

"But I've a rendezvous with Death,

At midnight in some flaming town . . ."

20

The Ammo Train Blew Up

Away, away, away we go,
What care we for any a foe,
As over Germany, we do go,
In a flying Fortress bomber.

—*An Airman's Lament*

FARES, a notice on the pallid wall of the Diss railroad station advised, had been changed in 1937—tickets for London, 90-odd miles away, are a few pence over 14 shillings, and, nearby, its chipped rim ringed by bacterial, gray lines, the public drinking cup hangs from a spigot near the upraised platform. Bicycles will be stored in a stall by the station master for six pence each, while the owners (mostly airmen of the 100th and other air force groups stationed in the Diss area) entrain for London. A steep road leads up to the Diss station—on one side, bent, old men, load bags of coal, and up further, a "pub" is hidden in an alley way. Crowded on the platform's edge, the airmen swarm into the compartments the instant the train stops. The train limps through Stowmarket, Ipswich, and Colchester, and British passengers take sandwiches from newspaper wrappings, while the Americans talk animatedly. "Bile Beans," and "Bovril" are advertised (confessing to help anemic women), on the few signs to be seen as rural England passes by, patched with small fields of wheat and turnips, cultivated not to waste an acre. Slowly, the train moves into suburbs of London, Ilford, Seven Kings, Maryland, merging into the unsightly wreck of the city itself, for blitz and buzzbombs have been here. In the dark cavern of Liverpool Street Station in London, the train

stops and passengers disembark in a human flood towards the tubes—the “Central” and the “Metropolitan” lines—with the amalgamation of myriad thoughts . . . of a girl who promised to be at the Leicester Square underground at 7:15 that evening; a drink at the Strand-Palace bar, with its jade-colored champagne bottle decorations; an evening at the Haymarket Theater, where John Guilgud enacts “Hamlet”; a visit to a quaint book-shop, off Bond Street, or other adventures in the turbid ebb and flow of humanity in the world’s largest city; the brassy English-style bands, the wretched fetid side streets. The minds and emotions of airmen had to have respite from the flak of Merseburg, from counting missions as if inching forwards on a deadly path, to 35; respite, too, from the hurting ache of letters from home, whether meditatively, or walking in the shaded midnight hours along Regent Street. London’s depravity was not hidden in the squalor of back-streets, or in prudish respectability, for the demi-monde, the hoydenish girls whose numbers were not dozens or hundreds, but thousands upon thousands, had become rebels against the life that was forced on them by war. “Piccadilly Commandoes,” looking for a good time, a dance at Covent Garden, a drink at the “Captain’s Cabin,” roamed the streets, and, a toast to the girls, one of the 100th’s songs went:

“There once was an English maid, who said she wasn’t afraid,
To show her shank, to some Yank, for the dough he paid;
For a little jack, she’d gladly share her shack,
And give a treat,
That can’t be beat,
And after that, a snack;
Oh, the moon shines tonight, on Piccadilly,
There’s no red lights—but maids all frilly,
As you walk around, you feel so silly,
You can’t escape their naughty charms!

On Trafalgar Square, you’ll also find them there,
They’ll be on benches, buxom wenches, with peroxide hair,
Lord Nelson is there, too, but doesn’t know what to do,
As he’s in stone,
And up there alone,

And cannot follow through!
Oh, there’s no moon tonight, in Trafalgar,
The girls will haunt you, and some will taunt you,
Stone lions sit there, they are asleep,
But she-wolves creep, all through the night.

Over in Hyde Park, as soon as it gets dark,
The cuddlin’ pairs leave their chairs, on a little lark;
If a “bobby” should, by chance, discover this romance,
Give the devil his due,
And carry through,
Say you’re teaching her to dance!
Oh, there’s no moon tonight, in Hyde Park,
Among the trees you see some knees,
On the grass, they’re sure to leave their mark,
In Hyde Park, in London town!

The niceties of civilization had become hallucinations, for the women sold themselves, and rockets fell on London.

Clark (who had promised one day to wear silver “maple leaves”) was scheduled for promotion to major, Dec. 1, but was killed in a crash Nov. 7. After the war, “Colonel Jeff” visited the pilot’s father in San Antonio, the elder Clark telling how his son had never failed to visit Mrs. William Randolph whenever he visited San Antonio—Mrs. Randolph, the widow of the captain for whom Randolph field was named, was Clark’s home room teacher at Mark Twain Junior High School, and a second mother to him. The San Antonio pilot died a few days before he would have been promoted to major.

September 18, 1944, “Colonel Jeff” and Capt. Dunlap led the 100th over Denmark, the Baltic, then over Germany and Poland; and to try to break the siege of “General Bor’s” Polish patriots, each ship toted 12 large cylinders of arms and food suspended from multi-colored parachutes. An incident similar to that at Merseburg found the 95th group dropping its supplies short into the arms of the Germans (to the colonel leading that group, Warsaw’s flak seemed too severe), leaving the 100th to fly over the flak at 14,000 feet alone. The Poles indicated the “target” by white markers near the Vistula river, and the parachutes made a pretty sight fluttering down,

during which time "Doc" Hardy, in the lead ship, unconcernedly photographed the flak, standing at a waist window, while others less "fool-hardy" burrowed under flak suits. En route from Russia to Italy, the 100th led the air task force when the 95th relinquished leadership after railroads at Szolnok, Hungary, had been bombed, flying at 16,000 feet altitude over mountains in Yugoslavia, where German flak batteries atop mountain peaks 12,000 feet high fired at point-blank range. Fortunately, despite the bombers' being only 4,000 feet overhead, their aim was bad.

Denzil Naar, of Boston, was thrown by propwash from another bomber during formation over England, and spun down 8,000 feet, pulling out, in an incredible instance of a four-motored bomber recovering from a spin.

The von Rundstedt push, the "battle of the bulge," brought a gloomy Christmas to the Allied world, at a time when Hitler expected clemency from bombs of the RAF and AAF because of bad seasonal weather. The skies cleared and on Christmas eve, Tom Barrett, lead bombardier, directed the group's explosives on the airfield at Biblis.

The weather, for a few heaven-sent days, sneered ironically at the Germans—the clouds cleared from supply routes back of von Rundstedt.

The main rail line from Ludwigshafen and Mannheim, carrying Wehrmacht supplies, went through Kaiserslautern towards Luxembourg. Christmas day, Col. F. E. Price, command pilot, Joe Trapnell, pilot, E. H. Davis, bombardier, Charlie Gunter, whose log and flight navigational work were used as examples in the Eighth Air Force, and "Klink" Klinikowski, navigators, led the 100th to Kaiserslautern, dropping nearly 100 tons of bombs onto the station in one of the few "perfect missions" of the war, the airmen thousands of feet overhead, seeing a tremendous yellow flash, and an ammunition train loaded with powder intended to drain American blood in the bulge, exploded. The "strike photos," showing the flash, caused exhilaration—how many Americans, in foxholes, owed their lives to an explosion miles behind the Rundstedt lines?

The jovial Texan, later commander of the 350th, "Handlebar

Hank," or "Hairless Joe," Lyster, flew with Capt. J. Ernst, Dec. 27, leading the 100th to the rail yards at Fulda, and bombs fell in a cauldron stirred up by the 390th group.

Crisp and clear were the skies the next day, when Sammy Barr, command pilot, flew with Capt. D. A. Jones, to lead the 100th in an attack on Koblenz. The bombings had compelled the Wehrmacht to use secondary railroads, freight between Frankfurt and Kassel piled up, and Barr's force bombed the Koblenz yards, a last-resort target, through soupy clouds.

Unabated, bombing of Rundstedt's supply routes continued, and Dec. 29, Major John Wallace, command pilot, flew with Gerald Brown, to attack the rail yards at Frankfurt; the following day, "Rosie," who had been named "C. O." of the 350th, and Brown led to Kassel.

After the heavy loss New Year's eve at Hamburg, the 100th dispatched a small force, Jan. 2, to obstruct highways and rails passing through Bad Kruznach, northwest of Mannheim, by rubble from bombed buildings, to which target "Scotty" and Spurgeon led. A black pall from bombs dropped by earlier groups hung over Bad Kruznach, and the 100th's explosives were dumped into the smoke area. Jan. 3, Fulda's rail lines were bombed, and two days later, Barrett, flying with Barr and Jones, aimed at a communications center in Frankfurt, where 89 per cent of the group's bombs fell true. On Spurgeon's lead crew were Chappell, command navigator, R. R. Searl, bombardier, J. H. Maddox, mickey operator, and J. V. Larson, navigator; with Ernst, E. K. Wilcox, navigator, R. H. Stropp, mickey operator, and E. E. Lockhart, bombardier; with Jones, S. G. Passen, command navigator; with Trapnell, E. L. Frye, mickey operator, and with Brown, Leo Kimball, navigator, E. A. Lentz, mickey operator, and W. H. Titley, bombardier.

"All-American Girl" (named by Seymour Eichen, who put in its first 35 missions) was flown on its 99th raid, Jan. 10, by John Dodrill, of Puente, Cal. One engine out, he was in control when he left formation and flew down through clouds, but no one knew what

mysterious fate overcame him. Afterwards, the rumor sprang up that "All-American Girl" had been found on a German airdrome.

"Handlebar Hank," flying with Dave Raiford, and C. J. Scott, navigator, H. Tennenbaum, mickey operator, and D. S. Etten, bombardier, led to bomb oil storage dumps at Derben, Jan. 14, near which objective the Luftwaffe flew by the 100th and 95th to hit the 390th group, 10 miles to the rear. Raiford also led to Duisburg and Aussig.

The Legend of Colonel "Rosie"

HIS ARM in a sling, having been in a crash-landing in Belgium, "Rosie," red-cheeked, undemonstrative, walked in to the 100th's public relations office, requesting a picture. Saul Levitt had written "Rosie's" exploits in YANK but it was unlike the pilot to seek publicity, and he explained, "I wanted to show my mother I'm not hurt badly."

In Brooklyn and at St. Lawrence University, where he won a degree in law, "Rosie" had learned to hate ruthlessness, and fabulous stories began circulating after Munster when he returned alone that he was embittered because someone dear to him had been tortured in Germany, or lost a brother in the war, and he finished one tour and started another. Brave he undoubtedly was but courage was small change in war's cash register, fundamental yet commonplace, and many never cited for "reflecting credit" on the air forces had been very intrepid. The 100th had its superb, dauntless pilots, Jeffrey, Kidd, Barr, Scott, Bennett, Elton, Turner, Blakely, Cleven, Egan, Veal, Clark, and others, but "Rosie," who ranked with them, had a rare hatred for the inhumanity that the Third Reich stood for, differing from most fliers who came to "put in their missions" and get home, posthaste. Headlines of newspapers back home trumpeted deeds of the fighter men; for the bomber war was fought too anonymously, and such pilots as "Rosie" were widely-known in the air forces but not to the public.

February, 1945, found Berlin awash with waves of refugees from provinces conquered by the Red Army. To pile rubble in the streets, raze buildings, and add chaos, the Eighth wanted to bomb the center of Berlin, and "Rosie" was named to command the Third Division.

With the Templehof airdrome and Berlin's labyrinth of streets

partially obscured by clouds, a ground rocket struck the bomber of "Rosie," and his pilot, John Ernst, seconds before bombs away, fire speedily producing dense white smoke in fuselage and cockpit, one engine flaming. "Rosie" ordered the bomb-bay doors opened, and—the ship doomed—he led the division on the bomb-run, explosives falling into the moribund capital city. Bursting flak caught Orville Cotner, his right wing folding against the fuselage as the ship, burning, flipped over; the wing gasoline tanks exploded, and none got out. Ground rockets struck Waldo J. Oldham and Richard Beck. Two of Beck's crew, F/O Dale Snow and Lt. Bob Carpenter, bailed, while Oldham's entire crew parachuted, and drifted back to Berlin, while their plane flew under automatic control until it thumped against the earth. Dudley Ingraham was the bombardier who went down with Beck.

Directing the deputy leader to take over, "Rosie" peeled out after bombs away, heading east, benefited by a 100-mile tail wind. Ernst went aft, to check over the situation, and as the crew saw the Oder river, the first to bail were gunners, Charles Webber, of Elkton, S. D., and George Windisch, of Louisburg, Kan., and Ernst leaped out at 15,000 feet, while seconds later, the other gunners, Warren Winters and Dugger West, as well as Stewart Gillison, command navigator, and Bob Stropp, mickey operator, jumped. The 100th saw six 'chutes emerge, and the chances seemed dim that "Rosie," who had taunted the fates on 50 other raids, had gotten out. Stropp, floating down near the Oder, heard the uproar of bombs thudding in Berlin, and espying a soldier, he hailed, "Amerikanski!"—but the Russian suspiciously stuck a revolver in the flier's ribs.

Windisch was nearly shot by a Russian horse-mounted officer, and Gillison, in no-man's-land between Frankfurt-on-Oder and Kues-trin, crawled amid shellfire to a clump of trees, hiding two hours. Ernst, dazed, was stripped of his valuables by Red soldiers, who then applied a tourniquet to a wounded leg. A woman doctor gave first aid, and at midnight Ernst's leg was amputated in a front line hospital.

Jesse Wofford, of Drew, Miss., brought his badly-hit plane back

to base from the Feb. 3 raid. Thorpe Abbotts was downcast over the loss of "Rosie," until one day an item in "Stars and Stripes" related that American fliers shot down over Berlin had been feted by the American embassy in Moscow, among them "Rosie," who told correspondents he crawled through the nose of his ship to bail out, barely in time, as the ship exploded half a mile away. Russians surrounded him, wary against German duplicity, and as the pilot raised his hands, one soldier lunged with a bayonet. "Rosie" yelled: "Amerikanski!" A great light came over the face of the Russian, who threw down his gun, and embraced and kissed the pilot.

Stropp and the Brooklyn flier met at a Polish village, and were billeted in a house, through which the Red Army soldiers, amused by the exotic dress of the foreigners, trooped, until "Rosie" cracked:

"They must be selling tickets to this show!"

The modest pilot, who infrequently wore his 16 decorations, protested that he was not fighting a one-man crusade—that he had personal reasons for fighting. "Everything I've done—or hope to do—is strictly because I hate persecution, and I don't just mean the Jews, I mean all those who have been jumped on.

"I hate to see anybody getting kicked around."

And Monty Was Tracking the Hun

It was England in Spring, Churchill said, "Heave that thing,
For we've got the blokes on the run;"
It came out in bold type, which bandied such tripe,
That "MONTY WAS TRACKING THE HUN."

The weather was clear for the first time this year,
And each man was cleaning his gun,
With a stare in his face, as he bent to the chase,
For Monty was tracking the Hun!

With smoke pots full blast to hide troops that had passed,
As they marched with their backs to the sun,
With full hunting gear, they called back to the rear,
That "Monty was tracking the Hun."

With tanks loaded for bear, a barrage in the air,
His boys captured yards one by one,
While Patton in style covered thirty-five mile,
While Monty was tracking the Hun.

With United States gobs, and Canadian bobs,
And the Eighth Air Force hiding the sun,
He had Frenchmen and Poles in "Limey" fox-holes,
For Monty was tracking the Hun.

To the folks in the pubs who were flubbing their dubs,
The war was practically won,
High over the Rhine, his beacon does shine,
For Monty was tracking the Hun.

BLESSED with a sense of humor, "Big Pete" was the clown of the 100th, and nobody could repeat the stanzas of one of his famous recitations, "The Captain and the German Sub,"

with the same zest as the bulky navigator, especially when he was swilling at the bar in the club. One part went: "Up periscope! Let's see whose mighty engine roar is overhead! Ach! It is the formation of the Bloody Hundredth bomb group. They will plow our turnip patches for us. Lower the guns! Down periscope!" "Big Pete's" never-to-be-forgotten verses amused his circle of friends who frequented the bar for relaxation from the toils of war, and his booming voice added to the cacophony of voices, with such other leading troubadors as Joe Armanini, Sammy Barr, George Erb, and Joe Kelly, the bombardier and former grid player. One of their favorites was:

"This is the big B-Seventeen,
It is a four-engine machine . . ."

"Big Pete" was a splendid navigator partly because he could with a sixth sense smell out flak (he hated it so much, himself), and his adventures won him undying fame. When Dishion was acting group navigator, his chief assignment was to keep "Big Pete" away from the bar with not too much risk of exposure to John Barleycorn himself. The fabled navigator led every size formation, and his feats were celebrated in this verse (as usual, to "Ivan Skivinsky Skivar"):

You may have heard stories of bravery and guts,
In the land that they call ETO,
But the bravest of these was that big hunk of cheese,
And he was a big BTO.

Each night about dusk, when the missions were through,
To the bar he would steer his big feet,
For the drunkest of these was that big hunk of cheese,
Who was known to us all as Big Pete.

When I first met Big Pete he had two more to go,
As he leaned on the bar in the club,
He turned 'round and said, "I'd rather be dead,
Than to keep on flubbin' the dub."

"Just give me those two, I'll no longer be blue,
Fighters and flak I will meet,"
He's seen them before, they don't scare him no more,
He's the legend who's known as Big Pete.

When Pete went on pass, he was rarin' for fun,
 He said, "I'll flak up old London town,"
 But his love for his date, it soon turned to hate,
 She left him, when he'd spent his last pound.

The old concierge, his face was like a dirge,
 As he held up her pants by the seat,
 He timidly knocked at the door that was locked,
 The one occupied by Big Pete.

Big Pete opened the door, far away crouched the girl,
 A shiverin' under her skin,
 Said Pete to that man, "Do you think that I can,
 Wear that 'bra' and that scanty step-in?"

When Pete finished up, he drank his stirrup cup,
 Although he was barred from the club;
 He took his last look, at the station in Diss,
 And he cast his eyes 'way up above.

"There goes my old group, they fly 'cordin' to poop,
 I know that their bombs will fall sweet."
 How he wished he were there, navigating for fair,
 As was only done by Big Pete!

When "Big Pete" was sent back to "the States," Alvin Meikeljohn, a tall, verse-writing pilot from Denver, was credited with the historic words: "'Big Pete' is going home; so passes an era!"

Col. Frederick J. Sutterlin, of Midway, Ky., who flew with the 96th and 390th groups and was on the first hop to Russia while deputy director of "ops" at USTAF, came to relieve "Colonel Jeff" as commanding officer, and, although famed chiefly for administrative talents, served as air commander, leading a squadron to Chemnitz, where a huge explosion on the ground jolted the bombers which were at 25,000 feet, a wing to Dortmund and Unna. At the latter target, bombs ripped up rails and freight cars.

In "Mile High Minnie," named after his home town, Meikeljohn limped back from one raid, and found himself at 1,500 feet over Dunkerque, whose German garrison was under siege. The Germans

caught him in a criss-cross of flak, and Meikeljohn dived down to skim over the housetops. "Gentlemen," said Meikeljohn, with aplomb, "begin to fire!" His gunners raked the German flak batteries, and Wehrmacht troops fled to their dugouts, and his ship was punctured with 100 flak holes when Meikeljohn returned.

A near miracle was the survival of one gunner, Don Houk, from Appleton City, Mo., who went without oxygen for nine minutes in his ball turret at 25,000 feet. Lt. Emmet R. Turner, of Stratford, Texas, revived Houk, after working over him several hours. "Lassie, Come Home," piloted by John Furrer, of Piedmont, Cal., was hit over Frankfurt in a raid on the rail yards and fire swept a wing as the ship fell 14,000 feet. U. S. fighters escorted Furrer back to the base.

On one raid to Munster, Col. Cruver, in command, was surprised that Carl Roesel, command navigator, was perplexed—the weather was bad, and he and his partner, Krepismann, couldn't see anything, their pathfinder equipment and radio being out. The groups ahead and behind the 100th also were lost, but Cruver thought a navigator of his ace's caliber shouldn't have any difficulty, and at critique, after the raid, remarked that the navigator had had an "off day." That night, the Eighth Air Force chief of staff 'phoned to congratulate Sutterlin that the 100th was the only group of the Eighth to bomb its primary target, on Roesel's "off day."

Leo Kimball and John Carpenter were two skilled navigators under whose leadership the 100th was the only group of the Eighth to bomb its proper target, while on two other missions, they had to tell other groups how to get to targets.

The Treuchtlingen mission, Feb. 23, was another ideal bombing, led by Col. F. E. Price, command pilot, Capt. B. Brown, pilot, and Don Ventriss, the group bombardier, and with no flak, bombs fell in clear weather on the railroad station. Three days later, Cruver, flying with C. B. Blanding, D. L. Bittman, navigator, and A. H. Belimow, bombardier, led to Berlin.

"Duke" Gwin, the pilot, wrote a parody to the tune of "Casey Jones" which was prophetic. The song went:

Now come all you airmen, if you want to hear,
 The story of a brave aviateer,
 Casey Jones was the pilot's name,
 On a big four-engine, boys, he won his fame;
 When they woke Casey, it was black as sin,
 "Operations" told Casey that the target's Berlin,
 Casey could tell, by the lines on the map,
 That this was to be his final lap.

(Chorus) Casey Jones, lines on the map,
 Casey Jones, his final lap,
 Casey Jones, lines on the map,
 Yes, this was to be his final lap.

Major Bowman said, "Boys, there'll be some flak,"
 Casey could tell that he wouldn't be back,
 He turned to his crew, this is what he said,
 "We're gonna make Berlin, but we'll all be dead!"
 Casey walked into the drying room,
 He hollered for his clothing, with an awful boom,
 The sergeant knew by the bastard's groans,
 That the man at the counter—was Casey Jones.

Casey took off, and all he left was smoke,
 He said, "I've got a present, for the Herrenvolk,
 They may get me, but I'm here to tell,
 There'll be a lot of Nazis down with me in hell!"
 They formed up over "buncher-28,"
 Casey could tell they were gonna be late,
 He called up the leader over VHF,
 Said, "We'd better hurry up, or we'll all be left."

Now, Casey was flyin' in the "diamond" that day,
 He said, "For the Luftwaffe, I'll be easy prey,
 There's gonna be a decoration comin' to me—
 But it'll be the Purple Heart, posthumously."
 He took a burst of flak, between "three" and "four,"
 He yelled, "That's all, brother, there ain't any more!"
 He rolled her over, went into a spin,
 They couldn't bail out, so they rode her in.

"Fireball Leader" called to "Yellow Low,"
 Said, "See that awful sight, down there below?"
 Yellow said, "I'll betcha half a crown,
 That he landed on the gunner, that shot him down!"
 The boys were sad, that evening at the club,
 They seemed to think that someone had flubbed their dub;
 The Colonel said, "There'll be no more of this!
 THERE'S ANOTHER CREW A-WAITIN', IN THE STATION
 AT DISS."

March 18, "Duke" was attacked by Me. 262's north of Magdeburg, and his ship was shot in half, the fuselage and wings fell in a dive, and Don Reigel, co-pilot, petrified with terror, begged the top turret gunner, Hammon, to help him, which the latter heroically did. Griego, in the severed tail, bailed out, and Heilbuth, near the hole in the fuselage, saw Disher crawling out of the radio room in a mass of blood, striving vainly to get free. When Reigel and Hammon left, they saw "Duke" calmly fastening the straps of his parachute, but, as in the words of his song, he "couldn't bail out, so he rode her in."

For a period beginning March 21, preceding the push across the Rhine, weather smiled on the bombing effort, and five consecutive targets were hit. "Handlebar Hank" led the bombing of machine and forging shops at Plauen, March 21, with Joe Orendorff, 100-A's lead bombardier, directing the bombs, whereas, next day, the group's bombs fell on the dispersal areas and runways at an airfield at Ahlhorn, and Anthony Shiurba, 100-C's bombardier, helped crater the runway. Sutterlin led the wing over Unna's railroad station March 23, with bombs smothering 14 goods-wagons, and cutting tracks, with M. D. Snyder, 100-C's bombardier, contributing to the excellent bombing. Part of the group bombed Marburg the same day. March 24, Major John Gibbons led over the Zuider Zee to bomb the airfield at Steenwijk, Holland, with bombs of 100-D, directed by D's bombardier, W. J. Welling, "walking down the runway," and on the second run over the target, 100-B hit the barracks. Later the same day, Col. John Wallace led to bomb the airdrome at

Zeigenhain, Germany, with A. Belimow, 100-B bombardier, hitting the airfield.

Arthur Calder on his first raid bailed out over Belgium at 14,000 feet before his ship exploded, after which one of his gunners walked five miles through icy water to avoid capture, and another hid in a ditch. Calder told the story back at the base, and remarked: "I know I'll get through my missions—I want to get back home to my wife too badly."

On the April raid to Buchen, an Me. 109 attacked at 12:45 p.m., near Steinhuder Lake, shooting off Calder's left wing, then the adversaries collided, spinning down in flames. Fanatic attacks of 10 Me. 262 jets, and Me. 109's, lasted 36 minutes, starting rumors of "suicidal ramming," for it was reported a Jagstaffel of FW's was contemplating last-ditch tactics. Bill Howard, hit by an Me. 109, peeled out into a cloud bank, and made it back to base. Major John Gibbons, commanding, flew with Capt. D. E. Hutchinson, with N. Graham, navigator, A. R. Zemske, bombardier, and D. A. Cordier, mickey operator.

The last crews were lost April 10, when seven Me. 262 jets came in two's and three's, before bombs away at the Burg airfield, near where Delbert Reeve, of Tipton, Ia., was attacked by two which hit one engine that smoked densely, and the top turret. As Reeve made a vertical slow roll, his right wing burst in flame, and though the ship seemed under control for a moment it crashed. Lawrence Bazin, of Girard, Kan., was forced to peel out, one engine failing, and as he tried climbing back into formation two jets assailed him. A large piece flew off his right wing, two engines burst in flame, and he exploded against the ground.

March 19, Maj. Sumner Reeder, who had taken "Squawkin' Hawk" back to "the States," was lost on a flight off the coast east of Rock Harbor, Fla., when a C-54 with Reeder flying as student co-pilot crashed from unknown causes, and shattered as he struck the water.

23

The Luftwaffe vs. The Bloody Hundredth

EVERYBODY had heard of the Knox episode at Regensburg, August 17, 1943, but the facts were as obscure as the rumor was widespread. When Knox's No. 1 engine went out, he dropped behind, and his No. 4 engine was shot out as he tried climbing back into position. Knox had flown "for 10 or 15 minutes"—miles distant from the 100th, flying in the opposite direction—when the Luftwaffe found the straggling bomber. "We were at 14,000 feet," said Ed Tobin, bombardier. "If the Germans thought we were surrendering, they were insane as we started shooting immediately. Our top turret man, Glover Barney, got one, Joe LaSpada got three, Frank Tychewicz two, Warsaw one, and myself two, nine in all. Then Knox hit the alarm button." The wheels weren't down, said Tobin, for with two engines out, the "drag" of having wheels down would have made it well-nigh impossible to fly. Warsaw jumped, and Tobin climbed up to the cockpit, hoping he might pull the ship out of its steep dive, and saw Knox and Bob Whitaker, co-pilot, fastening 'chutes. What happened next, nobody knows, for Tobin regained consciousness two days later in a German hospital; Paulson and Barney also were thrown out.

The alleged perfidy of Knox was a false rumor. Evidently, those who reported such an incident mistook his ship for some other, in all good faith.

"Major B," the intelligence chief, remarked: "As to the old story of the Luftwaffe vs. the 100th, doubtless they esteemed us, and with good reason—see the total of fighters destroyed—but so far as I know, the rest of it is apochryphal. The Jerries certainly never spent any time sailing around trying to find any particular group, for they hit the worst formation and let it go at that. Witness the many

times next-door groups were hit, while the 100th wasn't bothered."

Bucky Clevon, the 350th's commander shot down at Bremen, said: "I have often heard of the glamorization of the fact that the 100th was fighting off the entire Luftwaffe in every engagement, and that the Luftwaffe flew by groups (numbering, let us say, up to 20) just to flirt with the 100th. In my reasoning, that is absurd. With the encroachment of our airplanes over Germany, the Germans had too many problems facing them, such as gasoline, maintenance production, etc., to permit the Luftwaffe to ignore the other groups just for the satisfaction of eliminating an outfit on the assumption that one or two men violated the so-called rules of warfare.

"In my estimation, when the Luftwaffe was alerted, and dispersed after the AAF, it was just a matter of chance whom they contacted first. I know from experience I never saw them fly by another outfit just to play with us. The Germans in the late stages of the war were beyond repayment of minor infractions, and were fighting for their preservation. Too, many boys hanging over the bar like to impress their current 'drags' how they won the war."

No one knows the price paid in the war better than the mothers whose sons walked out of their homes, clean, young, strong, honest-to-goodness chaps, never to return. "Only God knows the pangs tugging at our hearts," wrote the mother of Dale Giebelhaus, of Lincoln, Neb., whose body was washed ashore after the April 5 mission. Mrs. Ethel Canning, mother of Maj. Reeder, wrote, "I am so lost since Sumner is gone," and parents like R. L. Wagner, of St. Charles, Ill. (whose son, John, co-pilot of "Sugar Foot," went down Dec. 11, over Emden), sought to find any small fact concerning the loss of their sons which might assuage their bereavement.

After V-E Day, the barracks were deserted of "old men" of the 100th; in the S-2 building, clerks shuffled papers which had been sent by the graves registration service in Germany, a pile of hundreds upon hundreds of papers.

They told where the broken bodies lie.

The war was over.

The 100th's 306 Missions

(Note: Abbreviations: Af, airfield; AC factory, aircraft factory; noball, secret V-weapons; MY, railroad marshalling yard; MT, motor transport; (C), for "completed," bombs dropped; (A), for "abortive," returned without bombing.

1943

JUNE	Enemy Aircraft Destroyed	Aircraft Probably Destroyed	Enemy Aircraft Damaged	Aircraft Lost	Men Lost
22—Diversión, North Sea (C)	None				
25—Bremen, subyards (A)	0	0	2	3	30
26—Le Mans, aero engines (A)	None				
28—St. Nazaire, subpens (C)	None				
29—Le Mans, aero engines (C)	None				

Totals for Month.... 0 0 2 3 30

JULY

4—La Pallice, harbor (C)	0	0	0	1	10
10—Le Bourget, AF (A)	4	3	2	1	10
13—Le Bourget, AF (A)	None				
14—Le Bourget, AF (A)	7	4	5	0	0
17—Hamburg, aero engines (A)	5	0	5	0	0
24—Trondheim, subpens (C)	2	0	0	0	0
25—Warnemunde, AC factory; and Kiel, harbor (C)	0	0	0	1	10
26—Hanover, rubber works; and convoy at Langerooze (C)	0	1	1	0	0
28—Oschersleben, AC factory (A)	2	1	4	0	0
29—Warnemunde, AC factory (C)	0	1	0	0	0
30—Kassel, AC factory (C)	0	1	1	0	0

Totals for Month.... 20 11 18 3 30

AUGUST

2—Bernay St. Martin, AF (A)	None				
12—Wesseling, syn. oil (C)	None				
14—Diversión, North Sea (C)	None				

	Enemy Aircraft Destroyed	Aircraft Probably Destroyed	Enemy Aircraft Damaged	Aircraft Lost	Men Lost
AUGUST (Continued)					
16—Merville, AF; and Lille, AC factory (C)	2	0	0	0	0
17—Regensburg, AC factory (C)	49	11	10	9	90
18—Woensdrecht, AF (A)	None				
22—Diversion, North Sea (C)	None				
24—Bordeaux-Merignac, AF (C)	None				
24—Conches, AF; and Evreux, AF (C)	None				
26—Woensdrecht and Gilze, AF's (C)	None				
27—Watten, V-weapons (C)	None				
31—Meulan Les Meureux, AC depot (A)	None				
Totals for Month....	51	11	10	9	90

SEPTEMBER

2—Kerlin-Bastard, AF (A)	None				
3—Paris, Renault, AC factory; and Beaumont Le Roger, AF (C) ...	8	5	7	4	40
6—Stuttgart, ball bearings; and Conches, Bernay-St. Marin, Evreux, AF's (C)	9	1	6	3	30
7—Watten, V-weapons (C)	None				
9—Beauvais-Tille, AF (C)	None				
15—Paris, AC factory (C)	5	0	0	1	10
16—Bordeaux-Merignac, AC works; and La Pallice, subpens (C)	0	0	0	1	10
23—Vannes, AF (C)	None				
26—Paris, truck factory (C)	None				
27—Emden, port (C)	None				
Totals for Month....	25	6	14	11	95

OCTOBER

3—Emden, docks (C)	3	3	2	0	0
4—Hanau, rubber works; and Saarluis, factories (C)	0	1	0	1	10
8—Bremen, town (C)	16	0	3	7	72
9—Marienburg, AC factory (C)	None				
10—Munster, workers' homes (C)	2	0	2	12	121
14—Schweinfurt, ball bearings (C) ...	7	0	0	0	0
20—Duren, railway and factories (C)	None				
Totals for Month....	36	5	7	20	203

NOVEMBER

	Enemy Aircraft Destroyed	Aircraft Probably Destroyed	Enemy Aircraft Damaged	Aircraft Lost	Men Lost
3—Wilhelmshaven, subyards (C)	None				
5—Gelsenkirchen, syn. oil (C)	0	0	0	1	10
7—Duren, railway and factories (C) ..	None				
11—Munster, MY (A)	None				
13—Bremen, MY (A)	0	2	2	0	0
14—Rjukan, Norway, hydroelectric (C) ..	None				
19—Gelsenkirchen, syn. oil; and Sutphen, Holland, town (C)	None				
26—Bremen, subyards (C)	1	1	1	1	10
29—Bremen, industrial area (C)	0	0	1	0	0
30—Solingen, town (C)	1	0	0	0	0
Totals for Month....	2	3	4	2	20

DECEMBER

5—Bordeaux-Merignac, AF (A)	None				
11—Emden, subyards (C)	5	0	0	1	10
13—Kiel, subyards (C)	None				
16—Bremen, city (C)	0	0	1	0	0
20—Bremen, city (C)	None				
22—Munster, MY (C)	0	0	0	1	10
24—St. Joseph Au Bois, V-weapons (C) ..	None				
30—Ludwigshafen, chemicals (C)	1	2	2	2	20
31—Paris, ball bearings (C)	None				
Totals for Month....	6	2	3	4	40

1944**JANUARY**

4—Kiel, subs and shipping (C)	None				
5—Elberfeld, ball bearings (C)	None				
7—Ludwigshafen, chemicals (C)	None				
11—Brunswick, AC factory; and Osnabruck, city (C)	0	2	2	0	0
14—Foret D'Hesdin, noball (C)	None				
21—Bois D'Esquerdes, noball (C)	None				
29—Frankfurt, city (C)	None				
30—Brunswick, aero engines (C)	None				
Totals for Month....	0	2	2	0	0

	Enemy Aircraft Destroyed	Aircraft Probably Destroyed	Enemy Aircraft Damaged	Aircraft Lost	Men Lost
FEBRUARY					
3—Wilhelmshafen, city (C)	None				
4—Frankfurt, steelworks (C)	0	1	0	3	30
5—Romilly sur Seine and Villacoublay, AF (C)	None				
6—Romilly sur Seine, AF (C)	None				
10—Brunswick, city (C)	0	0	0	2	20
13—Livossart and Bois Rempire, noball (C)	None				
20—Posen, AC factory; and Stettin, aero engines (C)	1	1	3	2	20
21—Brunswick, AC parts; and Alhorn and Vorden, AF's (C)	0	0	0	1	10
24—Posen, AC factory (C)	0	2	5	0	0
25—Regensburg, AC factory (C)	0	0	0	1	10
29—Brunswick, aero engines (C)	None				

Totals for Month.... 1 4 8 9 90

MARCH

2—Chartres, AF (C)	None				
4—Berlin, elec. equip. depot (C)	3	0	2	1	10
6—Berlin, elec. equip. depot (C)	26	16	9	15	150
8—Berlin, Eckner, bearings (C)	7	2	3	1	10
9—Oranienburg, AC factory (A)	None				
15—Brunswick, AC factory (C)	0	0	1	1	10
16—Gablingen, AF; and Augsburg, city (C)	3	3	4	0	0
18—Gablingen, Lechfeld, Augsburg, AF's; and Munich, city (C)	1	1	0	3	30
19—Marquise, Mimoyeques, noball (C)	0	0	0	0	1
22—Oranienburg, AC factory; and Berlin, city (C)	None				
23—Brunswick, AC (C)	None				
27—Bordeaux, AF (C)	None				
28—Chateaudun, AF (C)	None				

Totals for Month.... 42 22 19 4 240

APRIL

8—Quackenbruck, AF (C)	None				
10—Rheims, AF (C)	0	2	1	0	0
11—Posen, AC; and Rostock, city (C)	10	0	5	0	1

APRIL (Continued)

	Enemy Aircraft Destroyed	Aircraft Probably Destroyed	Enemy Aircraft Damaged	Aircraft Lost	Men Lost
13—Augsburg, AC (C)	1	1	0	0	0
18—Genshagen, Berlin, aero engines (C)	None				
19—Lippstadt, Werl, AF's (C)	None				
20—Marquenville and Flottemanville- Hague, noball (C)	None				
22—Hamm, MY (C)	2	0	4	1	10
24—Friedrichshafen, AC (C)	None				
25—Dijon-Longvic, AF's (C)	None				
26—Fallersleben, motor transp.; and Brunswick, city (C)	None				
27—Flottemanville, noball (C)	None				
27—Thionville, AF (C)	0	0	0	1	10
28—Sottevast, noball (C)	0	0	0	2	21
29—Berlin, city (C)	None				

Totals for Month.... 13 3 10 4 42

MAY

1—Saarguemines, MY (C)	1	0	0	0	0
7—Berlin, city center (C)	None				
8—Berlin, city center (C)	0	0	0	1	10
8—La Glacerie, noball (C)	None				
9—Laon-Athies, AF; and Laon- Couvron, AF (C)	None				
10—Fallersleben, motor transpt. (A) ..	None				
11—Liege, MY (C)	0	0	0	1	10
12—Brux, oil refy. (C)	0	0	0	2	20
13—Osnabruck, MY (C)	None				
19—Berlin, city center (C)	10	2½	5	3	30
20—Brussels, MY (A)	None				
23—Troyes, AF (A)	None				
24—Berlin, city center (C)	11	2	2	9	90
25—Brussels, MY (C)	None				
27—Strasbourg, aero engines (C)	None				
28—Gera, town; and Magdeburg, oil refy. (C)	8	2	6	1	10
29—Leipzig, AC repair depot (C)	0	0	0	1	10
30—Troyes, MY (C)	None				
31—Osnabruck, MY (C)	None				

Totals for Month.... 29 6½ 13 18 180

JUNE

	Enemy Aircraft Destroyed	Aircraft Probably Destroyed	Enemy Aircraft Damaged	Aircraft Lost	Men Lost
2—Boulogne, shore def. (C)	None				
2—Paris, railway junction (C)	None				
4—Boulogne, shore def. (C)	None				
5—Abbeville, railway bridge; and Boulogne, beach (C)	0	0	0	2	20
6—(D-DAY) Ouistreham, beach (C)	None				
6—Falaise, town (A)	None				
6—Falaise, town (C)	None				
7—Nantes, bridge (C)	None				
8—Tours, bridge (C)	None				
10—Morlaix, AF (A)	None				
11—Berck sur Mer, shore def. (C)	None				
12—Rosieres, AF; and Dunkirk, shore def. (C)	0	0	0	2	17
14—Le Culot, AF (A)	None				
15—Misburg, oil refy.; and Wilster, town (C)	None				
18—Ostermoor, oil refy.; and Brunsbuttelkoog, canal lock (C)	None				
19—Corme Ecluse, AF (C)	None				
20—Fallersleben, MT (C)	None				
21—Ruhland, oil refy. (C)	None				
21—Basdorf (Berlin), aero engines (C)	None				
22—Paris, river docks (C)	1	0	0	0	0
24—Crepeuil, noball; and Rouen-Grand Couronne, oil depot (C)	0	0	0	1	10
25—South France, Maquis, supplies (C)	0	0	0	1	10
26—Drohobycz, Poland, oil refy. (from Russia) (C)	None				
29—Bohlen, oil refy. (C)	2	1	0	0	0
Totals for Month....	3	1	0	7	57

JULY

3—Arad, Roumania, MY (shuttle) (C)	None
4—Gien, railway bridge (A)	None
5—Beziers, MY (from Italy) (C)	None
6—Fleury-Crepeuil, noball (C)	None
7—Merseburg and Bohlen, oil refs.; and Gottingen, AC (C)	None

JULY (Continued)

	Enemy Aircraft Destroyed	Aircraft Probably Destroyed	Enemy Aircraft Damaged	Aircraft Lost	Men Lost
8—Clamecy-Joigny, railway bridge (C)	None				
11—Munich, aero engines (C)	None				
12—Munich, industrial area (C)	None				
13—Munich, jet engines (C)	5	1	4	2	20
14—So. France, Maquis (C)	None				
17—Auxerre, railway bridge (C)	0	0	0	1	9
17—Montgornoy, noball (C)	None				
18—Kiel, docks; and Hemmingstedt, oil refy. (C)	None				
19—Schweinfurt, bearings; and Duren, MY (C)	None				
20—Merseburg, oil refy. (C)	0	0	0	1	12
21—Regensburg, AC; and Ludwig- shafen, town	None				
24—St. Lo, ground support (A)	None				
25—St. Lo, ground support (C)	0	0	0	1	9
28—Merseburg, oil refy. (C)	0	0	0	3	28
29—Merseburg, oil refy.; and Hildesheim, town (C)	1	0	3	8	72
31—Munich, aero engines (C)	None				
Totals for Month....	6	1	7	16	132

AUGUST

2—Tergnier, La Fere, railway bridges (C)	None				
3—Troyes, railway junction (C)	None				
4—Harburg, oil refy. (C)	None				
5—Magdeburg, tanks and AC (C) ...	1	0	0	2	18
6—Berlin, aero engines (C)	None				
7—Beautor, bridge (A)	None				
8—St. Sylvain, ground def.....	0	0	0	2	18
11—Villacoublay, AF (C)	0	0	0	1	9
13—Nantes-Gassicourt, roads (C)	None				
14—Ludwigshafen, oil plant (C)	0	0	0	1	9
15—Venlo, AF (C)	None				
18—Pacy sur Armancon, oil dump (C)	None				
24—Ruhland, oil refy. (C)	None				
25—Poltitz, oil refy. (C)	None				

	Enemy Aircraft Destroyed	Aircraft Probably Destroyed	Enemy Aircraft Damaged	Aircraft Lost	Men Lost
AUGUST (Continued)					
26—Brest, ground def. (C)	None				
30—Bremen, tank factory (C)	None				
Totals for Month....	1	0	0	6	54

SEPTEMBER

3—Brest, ground def. (C)	0	0	0	1	6
5—Stuttgart, aero engines (C)	None				
8—Mainz, ordnance depot (C)	None				
9—Dusseldorf, arms factory; and Riezholz, town (C)	None				
10—Nurnburg, tank works (C)	None				
11—Ruhland, oil refy. (C)	16	10	4	12	100
12—Magdeburg, oil refy.; and Fulda, MY (C)	None				
13—Sindelfinger, MT (C)	None				
18—Warsaw, Polish supplies (C)	None				
19—Szolnok, Hungary (from Russia) (C)	None				
25—Ludwigshafen, MY (C)	None				
26—Bremen, tank works (C)	None				
27—Mainz, MY (C)	None				
28—Merseburg, oil refy. (C)	0	0	0	1	9
30—Bielefeld, ordnance dump (C)	None				
Totals for Month....	16	10	5	14	115

OCTOBER

2—Kassel, aero engines (C)	None				
3—Illesheim, AF; Ludwigsburg, town; and Nurnburg, tank factory (C)	None				
5—Handorf, AF (A)	None				
6—Berlin, AC components (C)	0	0	0	1	9
7—Bohlen, oil refy.; and Hamlin, MY (C)	0	0	0	1	9
9—Weisbaden, ordnance depot; and Mainz, MY (C)	None				
12—Bremen, AC (C)	None				
15—Cologne, MY (C)	None				
17—Cologne, MY (C)	None				
18—Kassel, aero engines (C)	None				

OCTOBER (Continued)

19—Ludwigshafen, oil storage; and Mannheim, MT (C)	None				
22—Munster, MY (C)	None				
27—Misburg, oil refy.; and Hanover, tank works (C)	None				
Totals for Month....	0	0	0	2	18

NOVEMBER

2—Merseburg, oil refy. (C)	0	0	0	0	1
5—Thionville, ground support; and Ludwigshafen, MY (C)	None				
6—Neumunster, AC (C)	None				
9—Thionville, ground support; and Saarbrucken, MY (C)	0	0	0	1	1
10—Wiesbaden, AF; and Ingelheim, town (C)	0	0	0	1	9
16—Aachen, ground support (C)	None				
21—Merseburg, oil refy.; and Osnabruck, MY (C)	None				
26—Hamm, MY (C)	None				
29—Hamm, MY (C)	0	0	0	1	9
30—Merseburg, oil refy. (C)	0	0	0	1	9
Totals for Month....	0	0	0	3	20

DECEMBER

4—Giessen, Friedberg MY's (C)	None				
5—Berlin, tank works (C)	None				
11—Giessen, Koblenz MY's (C)	None				
12—Darmstadt, MY (C)	None				
18—Mainz, MY (C)	None				
24—Biblis, Zellhausen, Babenhausen, AF's; and Kaiserslautern, MY (C)	None				
25—Kaiserslautern, MY (C)	None				
27—Fulda, MY (C)	None				
28—Lunenburg, Luxembourg Communi- cations lines, Koblenz, MY (C)	None				
29—Frankfurt, MY (C)	0	0	0	0	1
30—Kassel, MY (C)	None				
31—Hamburg, oil refy. (C)	23	8	11	12	109
Totals for Month....	23	8	11	12	110

1945

JANUARY

	Enemy Aircraft Destroyed	Aircraft Probably Destroyed	Enemy Aircraft Damaged	Aircraft Lost	Men Lost
2—Bad Kreuznach, MY (C)	None				
3—Fulda, MY (C)	None				
5—Frankfurt, MY (C)	None				
6—Germersheim, AF; and Annweiler, town (C)	None				
7—Cologne, auto bridge (C)	None				
10—Cologne, railway bridge; and Duisburg-Hackfeld, Kapellen, Oberkassel, towns (C)	0	0	0	1	9
13—Mainz, bridge (C)	None				
14—Derben, oil storage (C)	6	2	2	0	0
17—Hamburg, oil refy. (C)	None				
20—Bressach, railway bridge (C)	None				
28—Duisburg, bridge (C)	None				
29—Kassel, tank works (C)	None				
Totals for Month....	6	2	2	1	9

FEBRUARY

3—Berlin, city (C)	0	0	0	4	36
6—Bohlen, oil refy.; and Chemnitz and Swickau, towns (c)	None				
9—Bohlen, oil refy.; and Weimar, armaments works (C)	None				
14—Chemnitz, city; and Doubrava, bridge (C)	None				
15—Ruhland, oil refy.; and Cottbus, city (C)	None				
17—Frankfurt, jet engines; and Giessen, MY (C)	None				
19—Osnabruck, MY; and Munster, town (C)	None				
20—Nurnburg, MY (C)	None				
21—Nurnburg, city (C)	None				
22—Kitzingen, MY; Wehinger, railway; Donaueschingen and Hueingen, towns (C)	None				
23—Treuchtlingen, railway junction (C)	None				

FEBRUARY (Continued)

	Enemy Aircraft Destroyed	Aircraft Probably Destroyed	Enemy Aircraft Damaged	Aircraft Lost	Men Lost
24—Bremen, railway bridge (C)	None				
25—Munich, MY (C)	None				
26—Berlin, city (C)	None				
28—Kassel, MY (C)	None				

Totals for Month....	0	0	0	4	36
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MARCH

2—Ruhland and Dresden, factory area (C)	None				
3—Brunswick, factory (C)	0	0	1	1	9
4—Baumanheim, AC; and Ulm, MY (C)	None				
7—Datteln, coking plant; and Siegen, MY (C)	None				
8—Langendreer, coking plant; and Giessen, MY (C)	None				
9—Frankfurt, AC (C)	None				
10—Dortmund, MY (C)	None				
11—Hamburg, oil refy. (C)	None				
12—Swinemunde, docks (C)	None				
14—Seelze, MY; and Hanover, railway workshops (C)	None				
15—Oranienburg, MY (C)	None				
17—Ruhland, oil refy.; and Plauen, textile factory (C)	None				
18—Berlin, MY; and Falkenburg, town (C)	1	2	7	3	29
19—Lutzendorf, oil refy.; Fulda, railway; and Jena, optical works (C)	None				
21—Ruhland, oil refy.; and Plauen, machine works (C)	1	1	2	1	9
22—Alhorn, AF (C)	None				
23—Unna, MY; and Harburg (C)	0	0	0	1	9
24—Steenwijk, AF (C)	None				
24—Ziegenhain, AF (C)	None				
28—Hanover, tank factory (C)	None				
30—Hamburg, shipyards (C)	None				
31—Zeitz, oil refy.; and Bad Berka, oil storage (C)	0	0	0	1	9
Totals for Month....	2	3	10	7	65

	Enemy Aircraft Destroyed	Aircraft Probably Destroyed	Enemy Aircraft Damaged	Aircraft Lost	Men Lost
APRIL					
3—Kiel, subyards (C)	0	0	0	2	18
4—Kiel, subyards (C)	None				
5—Nurnburg, MY (C)	0	0	9	1	9
6—Leipzig, MY (C)	None				
7—Buchen, underground oil (C)	8	2	1	2	18
8—Eger, Czech., MY (C)	None				
9—Munich, AF (C)	None				
10—Burg-bei-Magdeburg, AF (C)	4	2	1	2	19
11—Landshut, ordnance depot; and Ingolstadt, MY (C)	None				
14—Royan, France, ground def. (C) ..	None				
15—Royan, ground def. (C)	None				
16—Royan, ground def. (C)	None				
17—Aussig, MY (C)	None				
18—Tabor, MY; and Straubing, MY (C)	None				
20—Oranienburg, MY (C)	None				
Totals for Month....	12	4	11	7	64

CREWS LOST IN ACTION

Crews are identified by names of pilots. The status is indicated thus: *KIA* for killed in action; *MIA* for missing in action and probably dead; *PPD* for person presumed dead; and *RMC* for returned to military control, and refers only to the pilots.

1943

June: 25—Alonzo P. Adams, KIA; Oran Petrich, KIA; Paul J. Schmalenbach, KIA.

July: 4—Robt. G. Pearson, RMC; 10—Chas. L. Duncan, RMC; 25—Richard C. Carey, RMC.

August: 17—Glen Van Noy, RMC; Henry P. Shotland, RMC; Thos. D. Hummel, RMC; Donald W. Hollenbeck, RMC; Roy F. Claytor, RMC; Ronald W. Brailey, RMC; Donald K. Oakes, RMC; Robt. M. Knox, KIA; Curtis R. Biddick, PPD.

September: 3—Chas. B. Winkelman, RMC; Richard C. King, KIA; Chas. W. Floyd, Jr., KIA; Victor E. Fienup, RMC; 6—Walter J. Grenier, RMC; Sam R. Turner, RMC; Edgar F. Woodward, RMC; 16—Arthur W. Vetter, RMC; Robt. H. Wolff, RMC.

October: 4—Harold B. Helstrom, RMC; 8—Arthur H. Becktoft, RMC; Herbert G. Nash, KIA; Frank H. Meadows, KIA; Wm. H. McDonald, RMC; Gale W. Cleven, RMC; Raymond J. Gormley, KIA; Alvin L. Barker, KIA; 10—Winton L. McCarter, RMC; John K. Justice, RMC; Edw. C. Stork, RMC; Robt. P. Kramer, KIA; Chas. W. Walts, RMC; Wm. M. Beddow, KIA; Maurice E. Beatty, KIA; Chas. H. Thompson, RMC; Richard B. Atchison, RMC; Chas. B. Cruikshank, RMC; John F. Stephens, RMC; John C. Egan, RMC.

November: 5—Omer Gonzales, RMC; T. R. Martin, MIA; 26—Geo. W. Ford, RMC.

December: 11—J. R. Haddox, PPD; 22—Thos. F. Goupill, PPD; 30—Marvin Leininger, MIA; Francis P. Smith, RMC.

1944

February: 4—Wm. E. Green, MIA; John W. Brown, RMC; Ross E. McPhee, RMC; 10—Arthur E. Scoggins, KIA; Dale O. Croft, KIA; 20—Reginald A. Smith, RMC; Arthur J. Harris, RMC; 25—Stewart A. McClain, KIA.

March: 3—Robt. H. Lohof, RMC; John G. Gossage, RMC; Robt. D. Vollmer, RMC; 4—Stanley M. Seaton, RMC; 6—Geo. W. Brannan, RMC; Morril T. Rish, MIA; Wm. A. Terry, KIA; Sam L. Barrick, RMC; Edw. Handorf, KIA; Frank A. Granack, RMC; Robt. C. Koper, KIA; Zeb Kindall, MIA; John Lautenschlager, RMC; Dean M. Radtke, RMC; David L. Miner, MIA; Sherwin L. Barton (listing not available); Wm. B. Murray, PPD; Albert F. Amiero, KIA; Coy I. Montgomery, MIA; 8—Norman L. Chapman, RMC; 15—Herbert G. Devore, KIA; 18—Robt. J. Horn, RMC; Donald J. Stuke, KIA; Paul A. Martin, KIA.

April: 20—F. W. Harte, MIA; 27—Winans C. Shaddix, RMC; 28—Wm. G. Lakin, KIA; Robt. H. Kelly, KIA; Jas. W. McGuire, KIA.

May: 8—Donald E. Riggle, RMC; 11—Jack Hunter, MIA; 12—Jack G. Moore, RMC; Alex. W. Kinder, RMC; 19—Ralph D. Horne, RMC; Martin D. Ruper, KIA; 24—Lindley L. Williamson, RMC; Frank J. Malooley, RMC; Henry Jespersen, RMC; Martin T. Hoskinson, PPD; Robt. G. Roeder, KIA (previously listed PW); Emil J. Siewert, KIA; Delbert S. Pearson, RMC; Clarke T. Johnson, PPD; J. R. Geary, RMC; 28—Lucius G. Lacy, RMC; 29—Burdette L. Williams, RMC.

June: 5—Mark V. Wilson, RMC; Chas. L. Petersen, KIA; 12—John F. Ryan, KIA; Edw. P. McKeague (died in hospital); 24—Geo. L. Roth, KIA; 25—Kenneth L. Houghton, RMC; 27—John L. Donaldson, MIA.

July: 13—Chas. J. Hardin, RMC; Donald A. Waters, RMC; 20—Magee C. Fuller, RMC; 25—Lawrence E. Townsend, RMC; 28—Floyd H. Mason, RMC; Albert S. Spear, MIA; Wesley G. Stansbury, MIA; 29—Wm. T. Fitzroy, RMC; Gerald H. Steussy, RMC; Carl C. Gustafson, Jr., KIA; Eden C. Jones, KIA; Morris E. Clark, KIA; Wm. L. Greiner, RMC; Robt. J. Schomp, RMC; Jackson E. Phelps, KIA.

August: 5—Bert L. Scott, KIA; Anthony J. Gallagher, MIA; 8—John P. Keys, MIA; 11—Alfred Aske, KIA; 14—Donald E. Cielewich, RMC.

September: 3—John E. David, KIA; 11—Wesley R. Carlton, MIA; Harold R. Taylor, KIA; Albert E. Trommer, KIA; Lawrence W. Riegel, MIA; John S. Giles, RMC; Orville C. Everitt, MIA; Chas. E. Baker, MIA; Hugh Holladay, RMC; Jos. H. Raine, KIA; Paul E. Corley, RMC; Howard R. Schulte, MIA; 28—Raymond E. Harney (no listing).

October: 6—Frederick G. Reed, RMC; 7—Albert W. Grigg, RMC.

November: 5—Orin E. Hopkins, RMC; 10—John F. Lundquist, RMC; 30—Vermont O. Anderson, MIA.

December: 31—Wallace G. Wilson, RMC; Leo D. Ross, RMC; Wm. Mayo, MIA; John F. Morin, RMC; Clifton M. Williams, MIA; Billy B. Blackman, RMC; Paul L. Carroll, RMC; Ralph H. Whitcomb,

MIA; Floyd E. Henderson, MIA; Wm. G. MacNab, MIA; Glenn H. Rojohn, RMC; Chas. C. Webster, KIA.

1945

January: 10—John J. Dodrill, MIA.

February: 3—Richard A. Beck, MIA; Waldo J. Oldham, RMC; John Ernst, RMC; Robt. Rosenthal, RMC; Orville H. Cotner, MIA.

March: 3—Jack W. Thrasher, MIA; 18—Roger L. Swain, RMC; Paul E. DeWeerd, RMC; Rollie C. King, RMC; Edw. P. Gwin, MIA; 21—Bernard L. Painter, RMC; 23—Alfonse C. Guardino, MIA; 31—Arthur G. Larsen, MIA.

April: 3—Francis G. Beedle, MIA; 5—Robt. L. Estes, MIA; 7—Arthur R. Calder, MIA; Wm. E. Howard, RMC; 10—Lawrence L. Bazin, MIA; D. D. Reeve, MIA.

ENEMY PLANES DESTROYED

Enemy planes destroyed are indicated by *D*; probably destroyed, *PD*.

1943

July. 10: D—Lt. H. W. Phillipe; Sgts. Robyn P. Fulton, LeRoy Baker, Norman Eddy; PD—Lt. H. J. Kelly; Sgts. L. I. Berg, T. E. Flounder. 14: D—Sgts. J. R. Combs, A. B. Hauge, E. A. Musante, C. K. Bailey, P. J. Healey, J. E. Kehoe, John Shay; PD—S. J. Cusmano, Phil Ong, E. A. Musante, C. E. Crippen. 17: D—Sgts. T. D. Baer, M. B. Thornton, L. E. Godbey, W. M. Blank, and L. R. Weeks. 24: D—Sgts. H. C. Calhoun, B. I. Smith. 28: D—Sgts. E. I. Morgan, John K. Williams; PD—C. Williams.

August. 16: D—Sgts. H. A. Smallwood and Petrohelos. 17: D—Lts. R. E. Nietz, H. B. Hamilton, A. A. Fahlstedt (2), J. P. Armanini, C. K. Campbell, F. S. Harper; Sgts. B. I. Smith, E. G. Barnes, Wm. Ohl, A. A. David (2 each); W. M. Quinn, Wm. Rouse, T. E. Flounder, Glen Kiersey, A. M. Trigg, C. M. Anderson, K. E. Foster, Jas. Parks, R. D. Gangwer, R. A. Tangradi, W. J. Meyer, L. D. Miller,

L. R. Weeks, Max Russ, D. B. Garrison, Blazier Paddy, M. J. Tano-
 wich, H. E. Barnum, G. A. Clark, R. A. Hufford, J. J. Ehlen, J. M.
 Johnson, G. A. Coombs, P. J. Healey, J. E. Ferraggiaro, R. E. Bargen-
 dahl, G. D. Sportelli, J. F. McDonough, L. W. Saunders, R. A. Even-
 son, S. J. Young, Marvin Miller, T. Stringfellow, C. T. Daniels;
 PD—Lts. Via, Douglas, F. S. Harper; Sgts. L. A. Castro, B. J. Barr,
 Yevich, H. E. Calhoun, G. D. Sportelli, McClellan.

September. 4: D—Lts. Paul Pascal, R. Elliott; Sgts. N. F. Hol-
 ton, R. W. Sandy, W. J. Casebolt, W. Hafko, W. Williams, D.
 McAllister; PD—Lt. P. F. DeLao; Sgts. V. Best, C. J. Ping, J. A.
 McCusker, R. D. Gangwer. 6: D—Lt. Chas. Via; Sgts. J. E. Boyle,
 H. L. Pope, R. A. Hufford, W. G. Dowell, W. A. Agea, H. B. Thorn-
 ton, R. A. Stuart, R. M. Louen; PD—H. W. Calhoun. 15: D—Sgts.
 Warren Lush (2), A. C. Raczynski, M. Drudge, George; PD—Sgts.
 R. K. Anderegg, L. E. Leist.

October. 4: D—Sgts. B. G. Eaton, W. G. Dowell, F. D. Brown,
 A. R. Tirrell (2), Carl Battin, C. A. Raczynski, C. A. Combs, R. L.
 Bixler. 3: D—Sgts. M. Schrier, V. T. Wright, G. F. Knolle; PD—
 R. H. Agor, C. E. Marengo, R. W. Sandy. 8: D—Lts. H. J. Sprew,
 R. C. Kelsey, A. C. Twitchell, C. A. Via (2), W. W. Sprow (2); Sgts.
 W. F. McClelland (2), P. M. Caveny, Ira Turner, M. B. Thornton
 (3), I. W. Saunders, L. E. Nord. 10: D—Sgts. M. V. Boccuzzi,
 W. J. DeBlasio. 14: D—Sgts. C. A. Butts, D. O. Ellis, T. A. Kendall,
 C. J. Phelan, W. A. Taylor, R. O. Dettweiler, J. K. Beard.

November. 26: D—N. F. Holton. 30: D—C. D. Dawson.

December. 11: D—Lt. L. R. Jaebker; Sgts. T. L. Gribble, R. E.
 Donnelly, Wm. Clough, A. A. Cooper.

1944

February. 20: D—P. A. Delpiore; PD—D. F. Feagins.

March. 4: D—Sgts. P. A. Delpiore, J. Lee, C. F. Schuster, G. W.
 Burton, H. Stearns, F. X. Kerin. 6: D—Lts. R. A. Kroenke, H.
 Greenberg, A. E. Cox, L. W. Smith, J. Felsenstein; Capt. J. H. Payne;
 Sgts. D. R. Dickenson, A. W. Bunting, N. A. Pardee, W. Eresman,

Dewey Thompson, J. E. Morrison, J. Verbovski (3), J. H. Walters,
 Dewey Thompson, C. P. Coulam (2), G. E. Madden, Raymond Bryan,
 K. Knudson, W. D. Sapp (2), W. D. Johnson, Jas. Brady; PD—Lt.
 S. S. Kranzler; Sgts. J. L. Arnold, Cecil Davis, Dewey Thompson (2),
 J. G. Kelley, D. C. Lyon, John H. Walters, W. R. Heathman, G. B.
 Donahue, R. J. Mitchell, H. Fantone. 8: D—Lts. J. T. Johnson, T. R.
 Kizak, C. J. Milburn; Sgts. C. C. Hall, J. B. Kyrce, L. G. Johnson,
 E. I. Morgan; PD—W. W. Wright, W. E. Moreland. 16: D—Sgts.
 J. A. Pontzious, J. J. Daly, C. W. Lynch, H. R. Kemble; PD—Sgts.
 D. B. Greene, J. R. Gensel, C. P. Luquet. 18: D—Sgt. J. A. Pontzious.

April. 11: D—Lt. S. B. Blakeman; Sgts. A. M. Trigg, H. W.
 Thomas (2), J. Rybak, P. H. Rowe, F. E. Swartz, L. H. Lythgoe,
 M. L. Lobb. 13: D—Sgt. C. G. Hunt. 22: D—Sgts. F. Fischer,
 G. G. Davis.

May. 1: D—V. M. Harikian. 19: D—Lt. B. C. Barfield; Sgts.
 G. M. Anderson, G. Williamson, W. P. McNally, J. O. Townsend,
 R. N. Mathiasen, A. M. Trigg, L. M. Bailie, W. A. Barrack; PD—
 Lt. J. A. Graziano; Sgt. L. M. Bailey. 24: D—Lts. P. H. Lollis,
 D. M. Bailey; Sgts. R. C. Rodriguez, F. E. Swartz (2), Wm. McNally
 (3), Chas. Slaght, Langden; PD—Wm. McNally. 28: D—Lts. J. E.
 Dimel, W. M. Pickett, V. O. Breazeale; Sgts. Good, L. M. Thompson,
 M. F. Dottoviano, P. E. Hunter; PD—L. Tekel, F. A. LaBello.

June. 21: D—Sgt. J. A. Morrow; Lt. E. A. Fayette (½ each).
 29: D—Lt. R. E. Nietz; Sgt. K. E. Foster; PD—Sgt. Jos. Keenan.

July. 13: D—Sgts. C. McCutcheon, G. Winkler, C. K. Platkin,
 F. J. Moran, J. Greenwald (½), J. D. Ticer (½); PD—Sgt. J. Cassell.
 29: D—C. K. Platkin.

August. 5: D—C. W. Emerson.

September. 11: D—Lts. R. P. Farrell, R. Tunnicliff; Sgts. S. L.
 Foushee, M. K. Brooks, L. D. Guthrie, L. Sloan, A. Milone, R. K.
 Thormahlen, C. W. Emerson, Collier, M. D. Cooper, R. S. Barnett (2),
 C. E. Miller, and ½ each for W. P. West, C. J. Vogel, T. L. Sloan,
 J. A. Biggs; PD—Sgts. C. S. Hellard, A. Milone, F. E. Blake, L. K.
 Lamb, D. D. Humphrey, D. R. Ehlenfelt, D. J. Farley, A. R. Rau,
 Collier.

December. 31: D—Lts. J. J. Dye, J. M. Harbison; Sgts. L. E. Hebert, T. L. Whitacre, G. A. Holland, J. A. Wolos (2), R. H. Dunker, P. E. Hall, W. L. Harris, Norman Nance, R. J. Levin, F. O. Crist, G. Griffin, R. J. Mullaney, J. N. Nielson, R. L. Wilson, P. J. Kick, J. Boden, and 1/2 each for R. G. Jonson, T. L. Whitacre, E. L. Blan, G. R. Weaver, D. W. Jessel, D. Young; PD—Sgts. W. R. Taylor, R. J. King, R. L. Grunstead, V. P. Distelrath, G. Eberenz, J. Boden, and 1/2 each for E. G. Hunter, A. F. Marcello, D. W. Jessel, D. Young.

1945

January. 14: D—Sgts. W. E. Hayes, W. J. Lehman, J. P. Judd, W. F. Dondero, Vesper Maxted, D. Reynolds; PD—J. Wastart, D. R. Wright.

March. 18: D—1/2 each by Sgts. K. L. Morphew and D. H. Wright. 21: D—1/2 each by Sgts. J. R. Hudson and J. M. Zakrajcek.

April. 7: D—Sgts. J. McCullough, W. Dudez, J. F. Cox, E. W. Miller, W. J. Cohen, and Lt. R. A. Decker, and 1/2 each for Sgts. H. G. Larsen, J. R. Smith, Eckert, R. W. Blikeng; PD—1/2 each for Lt. P. A. Wilkerson; Sgts. J. B. George, J. P. Dougherty, J. L. Chioccarello. 10: D—Sgts. P. R. Chandler, Daniel Radice, P. E. Yarnat, J. C. Agan; PD—R. C. Anderson, and 1/2 each for R. D. Michael and J. G. Zedes.

LOSSES OF THE 100TH GROUP

1943	PW	KIA	RMC	MIA	TOTAL
June	4	22	1	3	30
July	20	7	3	0	30
Aug.	58	14	16	2	90
Sept.	43	16	28	6	93
Oct.	124	47	10	20	201
Nov.	8	3	9	10	30
Dec.	4	7	10	19	40
Totals....	261	116	77	60	514

	PW	KIA	RMC	MIA	TOTAL
1944					
Jan.	1	0	0	0	1
Feb.	55	8	13	13	89
Mar.	134	40	14	52	240
Apr.	24	13	1	3	41
May	99	14	2	55	170
June	17	11	9	32	69
July	63	14	28	37	142
Aug.	19	5	3	18	45
Sept.	52	13	1	49	115
Oct.	8	1	0	9	18
Nov.	15	1	0	11	27
Dec.	35	1	1	76	113
Totals....	522	121	72	355	1,070
1945					
Jan.	0	0	0	9	9
Feb.	0	1	7	30	38
Mar.	0	0	4	61	65
Apr.	0	3	5	47	55
Totals....	0	4	16	147	167
SUMMARY:					
1943	261	116	77	58	514
1944	522	121	72	355	1,070
1945	0	4	16	147	167
Totals....	783	241	165	560	1,751

AIRPLANES LOST IN ACTION

(Probable Causes:)

Column (a), shot down by enemy planes; (b), by flak; (c), lost from accidents; (d), from mechanical difficulties.

Squadrons	No. Lost	(a)	(b)	(c)	(d)	Men Lost	RMC	PW	KIA	MIA
349th	51	33	17	1	0	500	271	7	170	52
350th	60	31	21	5	3	573	342	15	120	95
351st	33	22	8	1	2	325	181	6	81	57
418th	36	21	11	3	1	353	224	7	72	50
Totals	180	107	57	10	6	1,751	1,018	35	443	254

Killed in Action

Crew positions of the 241 men known to have been killed in action: Command pilots 2, pilots 30, co-pilots 23, navigators 18, bombardiers 17, engineers 19, radio operators 31, waist gunners 51, ball turret 24, tail 26. A total of 180 planes of the 100th were lost under conditions resulting in death, or imprisonment, of some members of the crew, excluding "crack-ups" in England. Column headings signify: PW, prisoners of war; KIA, killed in action; RMC, returned to military control, either from prison or escaping; MIA, missing in action (most of whom are presumed dead). Capt. Charles Terry, who made out the above statistics, reported: "It seems probable that of the 1,751 men lost in action, about 700 lost their lives. If those killed in accidents in England and those who came back to base, but died from wounds, were added, the figure would be between 750 and 775." The "PW's" are listed in the last compilation as "RMC," with but 35 (all of whom presumably died in prison) still given as "PW."

NOTE: This list of men killed, missing, and prisoners; and of those who flew missions, was compiled from the files of the 100th Bombardment Group, and is not intended to supersede official information given out by the War Department. For instance, some of those listed as prisoners were actually "escapees"—never captured; almost all of those listed "missing" are now "presumed dead." The dates given—for example, 10 10 43—are interpreted, 10th day of 10th month, 1943, or, in other words, the Munster raid of 10th of October, 1943. First names or initials are given for the next-of-kin when the last name corresponds to that of the man in question. LEGEND: P, pilot; CP, co-pilot; B, bombardier; N, navigator; E, engineer; TT, top turret; R, radioman; BT, ball turret; TG, tail; W, waist; G, gunner.

ALONZO P. ADAMS, P
Cherry Tree Road,
Londonville, N.Y., 25-6-43

REGINALDO AGAILA, BT
c-o Eutolina, 3126 St. Mary's,
San Antonio, Tex., 6-3-44

DOUGLASS H. AGEE, W
c-o Mrs. Mary, Saltillo, Tex., 8-10-43

RICHARD H. AGOR, BT
c-o Mrs. Marie, 110 E. Chestnut,
Schomokin, Pa., 8-10-43

LONNIE J. ALBIN, W
c-o Mrs. O. B., 106 W. Page,
Dallas, Tex., 18-3-44

WM. H. ALLEN, R
c-o Elma, Elgin, Tex., 12-6-44

CORWIN E. ALSPACH, TG
c-o Mrs. Brownie, 1567 Ottawa,
Akron, O., 5-6-44

ALBERT F. AMIERO, P
c-o Albert A., 2818 N. Leavitt,
Chicago, Ill., 6-5-44

ELMER J. ANDERSON, TG
c-o Evan, 531 N. 5th, Fresno, Cal., 12-6-44

CHARLEY ANGLIN, BT
300 W. 8th, El Dorado, Ark., 11-5-44

CHAS. C. ANTHONY, W
c-o Mrs. Lucylle, Grayling, Mich., 6-3-44

MARVIN H. APKING, CP
c-o Mrs. Maxine, Rt. 1,
Wynot, Neb., 24-5-44

IRA L. ARNOLD, E
c-o Mrs. Kate, Rt. 1,
Dimmitt, Tex., 29-7-44

NORMAN ASBORNSON
55 Court House Pl.,
Jersey City, N.J., 25-6-43

MATTHEW G. AVEN, W
c-o Mrs. M. G., 816 W. Lorance
Tyler, Tex., 6-3-44

WM. A. AVERY, BT
c-o Wm. A., Sr., 221 Parker
Benton Harbor, Mich., 8-10-43

THOS. D. BAER, TG
c-o Mrs. Phyllis, Rt. 2,
Gridley, Cal., 6-3-44

HIKE H. BAGDASIAN, E
c-o Harry, 1406 Harvard, N.W.,
Washington, D.C., 11-9-44

JAS. R. BAIR, R
c-o Mrs. Bridget, Terrace, Pa., 8-17-43

ENNIS M. BANKHEAD
c-o Mrs. Ruby, 227 S. 26th,
Paris, Tex., 3-9-43

MARSHALL BANTA, R
c-o Mrs. Ruby, 5010 Lower River,
Cincinnati, O., 30-12-43

RALPH BARKER, B
c-o R. M., Rt. 1, Nassau, N.Y., 22-12-43

ALVIN L. BARKER, P
c-o Mrs. H., 506 Willow,
Sherman, Tex., 8-10-43

DELBERT E. BARNHART, W
c-o Anna, Rt. 2, Germantown, O., 28-4-44

BERNARD V. BAUMGARTEN, W
c-o Mrs. Victor, 235 Knox,
Buffalo, N.Y., 29-7-44

MAURICE E. BEATTY, P
c-o Mrs. Ira, Cove, O., 10-10-43

EUGENE M. BECK, E
7813 Sangomon, Chicago, Ill., 25-6-43

HAROLD G. BECKER, N
c-o Mrs. Edna, Stitzer, Wis., 7-5-44

WM. M. BEDDOW, P
c-o Mrs. Mae, 1857 43rd,
Birmingham, Ala., 10-10-43

LAWRENCE H. BENNETT
c-o Mrs. Lillian Spencer,
Murray City, O., 25-2-44

ROBT. H. BENNETT, R
c-o Mrs. Eva., Brinkley, Ark., 6-10-44

GEORGE H. BERG, BT
c-o Mrs. Hans, 1790 W. 5th,
Dunellen, N.J., 11-9-44

LESTER I. BERG, E
c-o Mrs. Marie, 537 S. Lenox,
Pontiac, Mich., 25-7-43

THOS. BEVERIDGE, E
c-o Thos, Sr., 914 S. 26th,
San Diego, Cal., 24-5-44

CURTIS R. BIDDICK, P
c-o Elmer Hughes, 58 College Park,
Davis, Cal., 17-8-43

CHAS. E. BODENHEIMER, E
c-o Mrs. Earl, Pasadena Courts,
San Angelo, Tex., 28-12-44

JOE BOST, G
c-o Mrs. Addie, Rt. 1,
Newton, N.C., 8-10-43

R. E. BOWLER, TT
c-o Mrs. Helen, 1092 Park,
Meadville, Pa., 17-8-43

JACK C. BOYD, CP
665 E. 21st, Indianapolis, Ind., 3-9-43

GEO. J. BRASSELL, BT
c-o Mrs. Kathleen Pelstring, 4808 Chester,
Philadelphia, Pa., 22-12-43

VERNON O. BREAZEALE, B
c-o Mrs. Ann, 301 Brown,
Brownwood, Tex., 29-5-44

CONNER D. BREWSTER, R
c-o Robt., Montverde, Fla., 6-11-43

RAYMOND L. BRIDGES, W
c-o Mrs. Mildred, Grapeland, Tex., 6-3-44

MAX P. BRIM, E
318 S. Kossuth, Osceola, Ia., 25-6-43

ROBT. F. BROOKS, W
c-o Ruth, 1332 S. Ruby,
Philadelphia, Pa., 24-5-44

DALE S. BROWN, TG
c-o Faye, Oak Dale, Ia., 31-12-44

GLENN D. BROWN, W
c-o Mrs. Lockie, Rt. 6,
Nashville, Tenn., 6-3-44

JAS. C. BROWN, E
c-o Mrs. Una, Mt. View, Ga., 28-4-44

GEO. D. BRYKALSKI, CP
c-o Mrs. H., 28805 Middle Belt,
Farmington, Mich., 3-9-43

GEO. C. BURGESS, E
c-o Mrs. Ethel, 2805 E. Marshall,
Richmond, Va., 10-10-43

JOS. J. BURGHARDT, W
c-o Mrs. Lavon, 607 Willow,
Wheaton, Ill., 6-10-44

FRANK B. BUSH, N
c-o Boyd, 3929 18th,
South Minneapolis, Minn., 8-10-43

FLOYD CAHALL, G
c-o Maggie, Wylesburg, Va., 10-10-43

FRANK A. CALDWELL, W
c-o Mrs. F. A., Baldwin, Miss., 29-7-44

CHESTER J. CARKNARD, G
c-o Mrs. Eva, Valley Falls, N.Y., 11-4-44

CHAS. H. CHALLONER, W
c-o Mrs. Ada, 176 Pembroke,
Kinston, Mass., 29-1-44

WM. I. CHANG, W
c-o Bonb, 8109½ Van Buren,
Los Angeles, Cal., 6-9-43

HAROLD E. CLANTON, W
c-o Mrs. Lou, 309 W. Cameron,
Tulsa, Okla., 10-10-43

CHAS. A. CLARK, TG
c-o Mrs. Agnes, 602 Laurel,
Highland Park, Ill., 10-10-43

JACK L. CLARK, B
936 E. Terrace
Chattanooga, Tenn., 25-6-43

MORRIS E. CLARK, P
c-o Harold, 361 Perkins,
Waterbury, Conn., 29-7-44

STANLEY A. CLARK, P
c-o Mrs. Lela, 415 Suerte,
San Antonio, Tex., 7-11-44

RAYMOND COHEN, TG
c-o Mrs. Ben, 2116 N. 57th,
Philadelphia, Pa., 9-5-44

HERBERT H. COLE
c-o Mrs. Susie, East Lebanon, Me., 19-5-44

ROSTER COMPTON, TG
c-o Mrs. Mary, Hartley, Ky., 17-8-43

IRVING W. COOKE, BT
c-o J. O., Cedarknolls, N.J., 18-3-44

CLARENCE A. COOMBS, BT
c-o Arthur, Lisbon, Me., 10-10-43

RALPH G. COTTER, B
c-o Mrs. Jeanette, 66 Fremont,
Taunton, Mass., 6-3-44

DALE O. CROFT, P
c-o Mrs. Lottie, 2109 8th Ave. N.,
Fort Dodge, Ia., 10-2-44

THOS. CRYAN, CP
c-o Cathrine, 59 Temple,
Lowell, Mass., 18-3-44

EDW. R. CSECH, W
c-o Mrs. Pauline, 828 Marengo,
Forest Park, Ill., 22-12-42

JOHN J. CUDIHY, CP
c-o Madeline, Marblehead, Mass., 29-7-44

RICHARD CURRAN, N
c-o Mrs. Grace, 80-11 86th Rd.,
Woodhaven, N.Y., 7-5-44

LESTER M. CUTLER, E
c-o Mrs. Jean, 2103 Royce,
Kalamazoo, Mich., 22-4-44

CLYDE F. DALE, N
c-o Mrs. Etta, Hamilton, Mo., 6-3-44

J. WARD DALTON, N
c-o Mrs. Effie, Vineland, N.J., 24-9-43

CHAS. T. DANIELS, G
c-o Elizabeth, 718 Monroe,
Evansville, Ind., 3-9-43

AARON A. DAVID, TG
c-o Albert, Rt. 1, Weleetka, Okla., 8-10-43

ROBT. N. DEAN, TG
c-o Mrs. Irene, 1323 Temple,
Hinton, W.Va., 29-1-44

FRANCIS J. DECOOMAN, BT
c-o Goldie, South Range, Wis., 24-9-43

CLAVIN H. DEFEVRE, N
1117 N. De Orvon, Chicago, Ill., 25-7-43

ALBERT L. DEGREGORIO, E
747 Victoria, San Leandro, Cal., 29-1-44

ROBT. R. DEKAY, R
c-o Mrs. Louise, 106½ Clinton,
Mount Clemens, Mich., 17-8-43

NICHOLAS DELCIMUMUTE, G
c-o Nick, 3950 Liberty,
Pittsburgh, Pa., 15-3-44

JAS. DENNIS, CP
c-o Mrs. Jas., 340 S. 1st,
Globe, Ariz., 24-5-44

NICK R. DESANTO, W
c-o Mrs. Jennie, 38 Bright,
Campbell, O., 11-9-44

HERBERT G. DEVORE, P
c-o Mrs. Bettie, 1115 Lakewood
Pittsburgh, Pa., 15-3-44

JOHN W. DEWEY, N
c-o Mrs. Anna, 739 Pleasant,
Peckville, Pa., 6-3-44

ROBT. E. DIBBLE, B
c-o Ralph, Bangor, Mich., 16-8-43

DARRELL R. DICKENSON, G
c-o Mrs. Julia, Union, Ia., 15-3-44

ELDER D. DICKERSON, W
c-o Wm. V., 6 E. Grand,
McAlester, Okla., 8-10-43

ROBT. J. DIGBY, CP
c-o Mrs. H. G., 143 N. Broad,
Battle Creek, Mich., DATE?

ALAN R. DILL, W
c-o John, Farlier, Cal., 28-4-44

THOS. B. DILTS, R
c-o Mrs. Marjorie, 14206 Thomas,
Cleveland, O., 8-10-43

WILBUR G. DISHNEAU, BT
c-o Mrs. Edith, Manistique, Mich., 12-5-44

PHILIP J. DONNELLY, TG
c-o Mrs. Jas., 5716 Crittenden,
Philadelphia, Pa., 18-3-44

STANLEY J. DOBROGOWSKI, P
c-o Mrs. Genevieve, 330 Apple,
Syracuse, N.Y., 20-11-44

MARCENA F. DOTTOVIANO, TG
c-o Mrs. Rose, 875 Larnier,
Turtle Creek, Pa., 29-7-44

FLOYD O. DOUGLAS, E
c-o Mrs. Jessie, 18 E. Academy,
McGraw, N.Y., 29-7-44

JOS. M. DRAGOVICH, W
c-o Mary, Main, Bridgeport, O., 18-3-44

SYLVESTER DUKE, W
c-o Mrs. John, Mountindale, Pa., 31-12-44

ROBT. F. DUNCAN, TG
c-o Mrs. Frank, 50 Kerr,
Painesville, O., 11-9-44

MARSHALL H. DUPLANTIS, W
c-o Mrs. Elvire, 615 High,
Houma, Ala., 29-7-44

JOHN J. DURRENBERGER, TG
c-o Mrs. Estelle, 800 Goffle
Hawthorne, N.J., 24-5-44

JOHN T. DYATT, P
c-o Mrs. V. E., Kanorado, Kan., 7-11-44

ROBT. DYKEMAN, CP
c-o Mrs. Percy, 19719 Satcoy,
Canoga Park, Cal., 29-7-44

JAS. EADIE, W
c-o A. H., 3417 W. 62nd,
Chicago, Ill., 29-7-44

JOS. A. ECK, BT
c-o Mrs. Tresa, 721½ Locust,
Clarksburg, W.Va., 28-4-44

NORMAN C. EDDY, G
Star Route, Hinsdale, Mass., 25-7-43

MILTON S. EDELSTEIN, R
c-o Mrs. Hyman, 641 Haverhill,
Lawrence, Mass., 11-9-44

WM. F. EDMONDSON, B
c-o Mary, 438 Deversey Parkway,
Chicago, Ill., 5-8-44

HARRY E. EGEBURN, CP
c-o Mrs. Margaret, 429 Madison,
Brookville, Pa., 6-9-43

THOS. S. ELLIOTT, B
c-o Mrs. Jule, 703 E. 24th,
Bryan, Tex., 6-3-44

JACK L. EPPENDORF, B
c-o Marjorie, 642 S. Arizona,
Los Angeles, Cal., 11-9-44

LORIS M. ESPESETH, TG
Hillsboro, N.D., 20-11-44

LLOYD W. EVANS, CP
c-o Mrs. Martha, 1113 Richardson,
Artesia, N.M., 8-10-43

WM. R. EWING, TG
c-o Mrs. W. R., 1316 S. Phillips,
Sioux Falls, S.D., 29-7-44

ELMER L. FARNSWORTH, BT
c-o Mrs. Eva, Anson, Tex., 11-9-44

WESTLEY M. FIELD, W
c-o Mrs. Alda, 20 Chase,
Lexington, Mass., 10-10-43

FRANK FISCHER, BT
c-o Mrs. Murray, 8602 Park Lane S.,
Woodhaven, N.Y., 24-5-44

CHAS. W. FLOYD, P
c-o Chas., 1833 Carr,
Memphis, Tenn., 3-9-43

CHAS. H. FORD, E
c-o Mrs. Josephine, Sedan, Kan., 6-3-44

EDWARD J. FOX, CP
c-o Mrs. Minnie, 841 W. 35th,
Norfolk, Va., 8-10-43

ARTHUR FRANKEL, W
c-o Mrs. Sarah, 1600 Nelson,
Bronx, N.Y., 6-4-44

WARREN M. FRENCH, B
c-o Virginia, 213 Edgewood,
New Haven, Conn., 28-9-44

ROBT E. FRESHOUR, CP
c-o Mrs. Norma, Rt. 11, Box 1703,
Houston, Tex., 31-12-44

DELBERT M. GADBERRY, BT
c-o Mrs. Beecher, Powersville, Mo., 11-9-44

CHAS. R. GALLAGHER, E
c-o Mrs. Winifred, 8 Murray Terrace,
West Newton, Mass., 22-12-43

WALTER GEORGE, R
c-o Emile, 61 Homestead,
San Francisco, Cal., 22-4-44

JOHN J. GIBBONS, N
c-o Mrs. Anna, 1862 E. Atlantic,
Philadelphia, Pa., 10-10-43

GEO. A. GLAZE, E
c-o Mrs. Caroline, Rt. 1,
Gaston, Ind., 10-10-43

LAWRENCE E. GODBEY, TT
c-o Mrs. Kate, Rt. 3, Radford, Va., 17-8-43

KENNETH S. GOLDFARB, R
c-o Saul, 2 Greenridge,
White Plains, N.Y., 29-7-44

FRANK GOLDSTEIN, R
c-o Mrs. F. Katz, 1647 E. 2nd,
Brooklyn, N.Y., 24-5-44

OMAR GONZALES, N
c-o Jose, 105 Willem,
San Antonio, Tex., 6-11-43

WILLARD V. GOOS, W
c-o Fred, Rt. 1, Wheeling, Mo., 29-5-44

RAYMOND J. GORMLEY, P
c-o Mabel, 4513 Arkansas,
Washington, D.C., 10-10-43

JACK M. GOSS, E
19 High, Bar Harbor, Me., 4-7-43

JAS. V. GOSS, N
c-o L. W., 301 Kingston,
Rome, Ga., 10-11-44

THOS. F. COUPILL, P
c-o Mrs. Thos., Sr., 2484 Clements,
Detroit, Mich., 22-12-43

CLIFFORD L. GOWEN, B
c-o Oral, 472 S. Sanford,
Pontiac, Mich., 6-3-44

MILTON GRABEL, TG
c-o Mrs. Anna, 437 Sterling,
Brooklyn, N.Y., 24-5-44

WM. A. GRAHAM, R
c-o J. W., 2116 Sadler,
Nashville, Tenn., DATE?

WM. S. GRIER, CP
c-o Mrs. W. M., Knappton, Wash., 24-9-43

LEO J. GRIFFIN, R
c-o Mrs. Lena, 48 Corey,
Charlestown, W.Va., 29-7-44

WM. E. GRIFFITH, B
125 Cerritos, San Francisco, Cal., 25-7-43

REID E. GRIFFITHS, B
c-o B. E., 454 S. 5th E.,
Salt Lake City, Utah, 10-10-43

EARL GRIGGS, G
c-o Foley, Cameron, N.M., 3-9-43

LEVI F. GROCE, B
c-o Mrs. Ruth, 1728 2nd,
Salisbury, N.C., 11-9-44

FRANK J. GRONKOWSKI, R
c-o Mrs. Lottie, 40 Peterson,
Buffalo, N.Y., 24-5-44

RAYMOND H. GUNN, TG
c-o Mrs. Dewey, 4926 E. 24th,
Kansas City, Mo., 7-10-44

JESSE D. GURLEY, B
Beebe, Ark., 25-6-43

WALTER J. GURSKY, W
c-o Mary, 151 W. 10th,
Bayonne, N.J., 29-7-44

CARL C. GUSTAFSON, JR., P
c-o Mrs. Carl, Rt. 1, Ruston, La., 29-7-44

DONALD A. GUSTAVSON, E
c-o Mrs. Jennie, 5131 Lincoln,
Los Angeles, Cal., 7-11-44

JOHN J. GVEROVICH, W
c-o Mrs. Wilma, 264 21st,
Irvington, N.J., 6-3-44

J. R. HADDOX, P
c-o Mrs. Jas., 1782 W. 22nd,
Los Angeles, Cal., 12-12-43

WILLARD J. HAHN, B
c-o Jas., Great Northern Railroad,
Helena, Mont., 24-5-44

MAHLON A. HALL, TG
c-o Mrs. Dorothea, Rt. 2,
Escalon, Cal., 6-3-44

JOHN S. HAMILTON, B
c-o Mrs. Mable, 1411 Grand,
Alameda, Cal., 4-2-44

CARL D. HAMPTON, TG
c-o Mrs. Hazel, 32nd and Anderson,
Boise, Ida., 6-3-44

CHAS. M. HAMRICK, N
c-o Mrs. Virginia, 407 Clermont,
Birmingham, Ala., 28-7-44

EDWARD HANDORF, P
c-o Mrs. Walter Lowry, 1588 Mears,
Cincinnati, O., 6-3-44

RUDOLPH H. HARMS, E
c-o Hi, Crescent City, Ill., 3-9-43

RAYMOND E. HARNEY, P
c-o Mrs. Gladys, Fort Myers, Fla., 28-9-44

CHARLES L. HASWELL, W
c-o Mrs. Virginia, 33 James,
Holyoke, Mass., 19-5-44

MALCOM E. HAVARD, CP
c-o Mrs. David,
West Pittston, Pa., 20-11-44

RALPH G. HAWK, R
c-o Mrs. Clarence, Rt. 4,
Athens, O., 19-5-44

JAMES F. HEALY, BT
c-o Mrs. Frank, 33 Hillcrest Court,
Grasmere, S. I., N.Y., 12-6-44

WM. J. HEATH, B
c-o Mrs. Wm., Newport, Wash., 8-10-43

JAS. L. HELLER, BT
c-o Mrs. Annie, 7830 Kelly,
Pittsburgh, Pa., 5-6-44

HERMAN F. HERHAMER, W
c-o Mrs. Bernadine, Rt. 2,
Delavan, Ill., 5-8-44

CARL A. HERRMANN, B
c-o Mrs. Carl, 302 S. Poplar,
Sapulpa, Okla., 7-5-44

EDWARD A. HESSE, CP
c-o Edward, Hartington, Neb., 6-10-44

THOS. E. HICK, W
c-o Mrs. Caroline, 518 S. 17½,
Reading, Pa., 19-5-44

MELVIN A. HICKMAN, E
c-o Mrs. Mildred, 3033 Beekman,
Cincinnati, O., 6-3-44

SAMUEL M. HICKS, BT
c-o Ruth, 211 Sanpasquale,
Albuquerque, N.M., 10-10-43

DONALD R. HILTON, TG
c-o Effie, Grandview, Mo., 8-10-43

WM. M. HINTON, BT
c-o Chas., 138 Maywood,
Youngstown, O., 17-8-43

WM. P. HOHMAN, TG
c-o Mrs. Frank, Baltimore, Md., 19-5-44

JOHN R. HORN, W
c-o Mrs. Mary, 1105 W. 2nd,
Pine Bluff, Ark., 6-3-44

AUGUST H. HORSTMANN, N
c-o Mrs. G. L., 2580 Cherry,
Denver, Colo., 22-4-44

ALLEN D. HORTON, BT
c-o Mrs. May, 14825 Dacosta,
Detroit, Mich., 6-3-44

MARTIN T. HOSKINSON, P
c-o Mrs. Martin, Rt. 1,
Anchorage, Ky., 24-5-44

RICHARD P. HOWEL, R
1314 X St., Vancouver, Wash., 6-3-44

JOHN E. HOWLEY, TG
c-o Caroline, 25811 Gibraltar,
Flat Rock, Mich., 18-3-44

ALFRED M. HUDNALL, W
c-o Mildred, Pittsburgh, Tex., 12-6-44

DALE P. HUFFER
c-o Mrs. Nettie, Rt. 4, Warsaw, Ind., 8-9-43

TOM F. HUGHES, N
c-o Mrs. W. A., 2019 Pershing,
Durham, N.C., 18-3-44

LEMING HULL, TG
c-o Mrs. Emma McCarthy,
Germantown, Ky., 4-3-44

BRYANT HUTCHINSON, G
14153 Greenleaf,
Sherman Oaks, Cal., 25-6-43

TENVIL H. JACKSON, CP
c-o Mrs. Ella, Rt. 2,
Carter, Okla., 22-12-43

HAROLD R. JACKSON, E
c-o Mrs. Ida, 213 N. Central,
Cushing, Okla., 8-10-43

IRVING JACOBOWITZ, B
c-o Mrs. Becky, 181 Washington,
New Haven, Conn., 24-5-44

GREEK R. JAMES, JR., N
c-o Mrs. G. R., Rural Retreat, Va., 19-5-44

RALPH E. JACOBSON, BT
c-o S. E., Rt. 4, Austin, Minn., 11-9-44

CLARKE T. JOHNSON, P
c-o Frank, Rt. 4, Cadiz, O., 24-5-44

ELIAS M. JOHNSON, R
c-o Mrs. Lottie, Culpepper, Va., 3-8-44

JOHN F. JOHNSON, W
c-o Mrs. John, 52 W. Genessee,
Hornell, N.Y., 22-4-44

LYLY L. JOHNSON, B
c-o Mrs. Mabel, 4314 Harrison,
Kansas City, Mo., 29-7-44

JOHN T. JOHNSTON, N
c-o Mrs. Jane, 17 Orange,
Walden, N.Y., 5-6-44

G. R. JONES, B
c-o Geo., 713 Ash, Wamego, Kan., 6-3-44

JAS. F. JONES, B
c-o Mrs. Jas., 1898 Wycliff,
Atlanta, Ga., 5-6-44

EDEN C. JONES, P
c-o S. C., 3221 Orchard,
Wichita, Kan., 29-7-44

EDWARD N. JONES, N
942 N. Beard, Shawnee, Okla., 25-6-43

EDW. R. JONES, N
c-o Mrs. Agnes, 120 E. Dunklin,
Jefferson City, Mo., 10-10-43

LYLE S. JONES, W
c-o Mrs. Elsie, Gig Harbor, Wash., 12-12-43

GEO. E. JONES, BT
c-o Mrs. Esther, 9 W. Hole,
Lewistown, Pa., 26-11-43

JOHN J. JOYCE, N
c-o Mrs. John, 5718 Springfield.,
Philadelphia, Pa., 4-2-44

HOWARD J. KALBACH, N
c-o Mrs. Howard, 114 Kentucky,
Newport, Del., 11-9-44

ROBT. L. KEAGY, B
c-o Mrs. Martin, 1150 Rex, N.E.,
Canton, O., 22-4-44

JAS. D. KEEFFE, CP
c-o Roland, Rt. 1, Nashville, Ga., 5-6-44

ROBT. H. KELLY
c-o Mrs. Lois, 5531 Manning,
Bethesda, Md., 28-4-44

WM. L. KEMP, W
c-o Wm., 106 W. Hilda,
Tampa, Fla., 4-2-44

JOHN T. KENNEY, CP
c-o Mrs. Martin, 2207 Poplar Grove,
Baltimore, Md., 22-4-44

HOWARD L. KILMER, CP
c-o Mrs. W. N., Placid, Tex., 6-3-44

RICHARD C. KING, P
c-o Mrs. Ethel, 1107 Columbia,
Sheffield, Ala., 3-9-43

VICTOR I. KINKADE, B
c-o Mrs. John, Nebo, Ill., 29-7-44

THOS. T. KIRAKO, W
c-o Mrs. Theodore, 7 Minot,
Boston, Mass., 24-5-44

NORMAN KLASNER, N
c-o Mrs. Ruth, 210 Chadwick,
Newark, N.J., 30-11-44

ROBT. M. KNOX, P
c-o Mrs. Dorothy, 715 S. Frazier,
West Philadelphia, Pa., 17-8-43

C. J. KOBIS, R
c-o Mrs. Nora, 103 Endicott,
Worcester, Mass., 12-12-43

STEVEN S. KOPCZEWSKI, R
c-o Mrs. Elizabeth, 135 Fremont,
Jersey City, N.J., 25-7-43

ROBT. G. KOPERP
c-o Mrs. Robt., 1783 Wisconsin,
Beloit, Wis., 6-3-44

LLOYD KOUNS, R
c-o Mrs. Vonda, Whitestown, Ind., 24-5-44

ELMER L. KOVACH, W
c-o Mrs. Lena, Pocahontas, Ill., 31-12-44

ROBT. P. KRAMER, P
c-o Walter, Baird Rd.,
Fairport, N.Y., 10-10-43

GEO Z. KRECH CP
Grant Park, Ill., 25-6-43

FRANK V. KROCZYNSKI, TG
c-o Mrs. V., 118 10th,
Passaic, N.Y., 24-5-44

RALPH A. KROENKE, B
c-o Mrs. Leona, 2863 N. Holton,
Milwaukee, Wis., 5-6-44

JACK G. KROMER, BT
c-o Mrs. Geo., 1606E Royal Pl.,
Milwaukee, Wis.

JOS. C. KRUSIENSKI, G
c-o Mrs. Rose, 422 Chartiers,
Canonsburg, Pa., 6-3-44

JOHN G. KRUZICH, G
Madrid, Ia., 25-6-43

DONALD E. KUNTZ, W
c-o Mrs. Henry, 1435 10th,
Marinette, Wis., 28-4-44

STANLEY W. LABUZ, R
c-o Mrs. Constance, 2 Porter,
New York Mills, N.Y., 30-11-44

GRANT E. LAKIN, R
c-o Mrs. G., 4087 Ohio,
San Diego, Cal., 31-12-44

WM. G. LAKIN, P
c-o Artola, Boise, Ida., 24-8-44

PAUL V. LAMMERS, CP
c-o Joseph, 601 Knott,
Bakersfield, Cal., 24-5-44

JOS. F. LASPADA, W
c-o Mrs. Grace, 1810 Fairy,
Niagara Falls, N.Y., 17-8-43

EUGEN F. LATIMER, W
c-o Mrs. Estella, Hampton, Minn., 30-12-43

WARREN F. LEBARON, CP
c-o Mrs. R. W., 342 Massachusetts,
Arlington, Mass., 24-6-44

SPIRO LECOURAS, R
c-o Mrs. Jessie, 563 Boston,
Lynn, Mass., 11-5-44

MARSHALL F. LEE, CP
c-o Mrs. J. L., 510 3rd,
Rock Falls, Ill., 8-10-43

ARTHUR M. LENFAST, BT
c-o Mrs. J., 8 Copeland, Reading, Mass.

THOS. R. LESLIE, CP
c-o Mrs. Joan, 3651 Carter,
Detroit, Mich., 6-3-44

MORTON LEVINE, BT
c-o Mrs. Sophie, Rt. 2,
Sommerville, N.J., 10-10-43

FLOYD A. LOWE, R
c-o Mrs. Marian, 7 Jefferson,
Carthage, N.Y., 8-10-43

EDWARD C. LEWEK, W
c-o Mrs. Stanley, 56 Calumet,
Depew, N.Y., 20-11-44

CHAS. C. LEWIS, BT
c-o Mrs. Carroll, 1319 1/2 Lake,
Elmira, N.Y., 22-4-44

ANGELO J. LICATO, W
c-o Mrs. Margaret, 754 McDonuga,
Brooklyn, N.Y., 10-10-43

BERT E. LICKLITER, TG
c-o Mrs. Mary E., Rt. 8,
Oklahoma City, Okla., 30-11-44

RAYMOND H. LILLY, TG
c-o Mrs. Elmer, Bristol, S.D., 22-4-44

VINCENT S. LINGUANTI, R
c-o Mrs. Vincent, 173 Broadway,
Haverstraw, N.Y., 11-9-44

ELDON E. LISCH, R
c-o Mrs. Annie, Navrino, Wis., 10-10-43

LON L. LIVSEY, B
c-o L. L., 1303 Cleburne,
Houston, Tex., 5-8-44

ALFRED LOGUIDICE, R
c-o Mrs. Mary, 97 Williams,
Newburgh Orange, N.J., 10-10-48

RUSSELL E. LONGDON, R
c-o Mrs. Edna, 418 Rosedale,
Wilkesburg, Pa., 18-3-44

EDWIN J. LOUGHRAN, CP
c-o Mrs. E. J., 6045 Riverdale,
New York, N.Y.

STELIOS M. LOUROS, N
c-o Mrs. Michael, 128 W. 100th,
New York, N.Y., 12-6-44

CLYDE O. LOVELL, W
c-o Mrs. Beatrice, 820 Baker,
San Angelo, Tex., 24-9-43

RAYMOND R. LUND, CP
c-o Mrs. Villa, Rt. 2,
Creighton, Neb., 24-5-44

VERYL A. LUND, W
c-o Mrs. Clarence,
Clarkfield, Minn., 18-3-44

CHAS. J. LUQUETTE, BT
c-o Mrs. Chas., 513 W. 6th,
Amarillo, Tex., 6-3-44

FRANK LUSENKO, W
c-o Mrs. Dora, 355 Hook Rd.,
Penns Grove, N.J., 30-11-44

ROBT. J. LYNCH, W
c-o Mrs. Mary, 53 Grove,
Winchester, Mass., 10-10-43

ROY M. LYNCH, N
c-o Mrs. Sara, 114 Lenneau Dr.,
Greenville, S.C., 11-9-44

JOS. A. MAKOWSKI, R
c-o Mrs. Olga, 3128 Parkway North,
Hammond, Ind., 29-1-44

LLOYD E. MALTBIE, E
c-o Mrs. Elmer, Rt. 1,
Amorita, Okla., 5-8-44

ROBT. H. MARBACH, W
c-o Mrs. Anita, 116 Pine,
San Antonio, Tex., 8-5-44

ALEXANDER W. MARKOWSKI
1016 Lincoln, Utica, N.Y., 17-8-43

ARTHUR E. MARTIN, E
c-o Mrs. Noella, 12 Bond,
Augusta, Me., 29-7-44

PAUL A. MARTIN, P
c-o Mrs. Edna,
Washington Boro, Pa., 18-3-44

NICHOLAS MATULIK, BT
c-o Mrs. Helen, 538 Redonda,
Youngstown, O., 30-12-43

CHAS. J. MAYVILLE, E
c-o Mrs. Geneva, 418 14th,
Pensacola, Fla., 25-7-43

RODNEY McCAUGHIN, R
c-o Margaret B., 2116 Mt. Vernon,
Philadelphia, Pa., 28-4-44

STEWART A. McCLAIN, P
c-o Mrs. Josephine, 304 E. 2nd,
Tusculumbia, Ala., 25-2-44

WENDELL K. McCONNAHA, N
c-o Mrs. Nancy, 402 W. Lincoln,
Blair, Neb., 16-9-43

ARCHIE J. McFARLAND, W
c-o Archie, Sr., Rt. 2,
St. Louis, Mich., 12-6-44

LOUIE W. McGIMSEY, N
c-o Mrs. L. W., Sr., 119 Hillside,
Asheville, N.C., 30-11-44

CHAS. J. McGROGAN, TG
c-o Mrs. Mary, Rt. 5, Box 234,
Crafton Branch, Pittsburgh, Pa., 30-12-43

JAS. W. McGUIRE, P
c-o Mrs. Marylois, 1425 S. Downing,
Denver, Colo., 28-4-44

EDW. P. McKEAGUE, P
c-o Mrs. Beatrice, 500 E. Main,
Lockhaven, Pa.

ROBT. L. McKNIGHT, R
c-o Mrs. Lola, 505 W. Abram,
Arlington, Tex., 3-9-43

WM. P. McNALLY, TG
c-o Mrs. John, 1021 Summit,
Jersey City, N.J., 28-7-44

CECIL J. McNEER, BT
c-o Mrs. Edna, Mitchellville, Ia., 19-5-44

JAY B. McPHEE, E
c-o Mrs. Sarah, 33794 Palmer,
Wayne, Mich., 8-10-43

FRANK H. MEADOWS, P
c-o Frank, 937 S.W. 28th,
Oklahoma City, Okla., 8-10-43

SHERWYN W. MEYERS, R
c-o Mrs. Eva, 106 Oakland Ct.,
Pittsburgh, Pa., 18-3-44

GARLAND S. MILLER
c-o Mrs. Ralph, Rt. 1,
Mt. Wolf, Pa., 14-3-45

JEROME MILLER, R
c-o Mrs. Edith, Rt. 1,
Bay Shore, N.Y., 24-5-44

ROBT. C. MINEAR, WG
c-o Mrs. Chas., 306 E. 3rd,
N. Manchester, Ind., 28-9-44

GUS J. MINK, N
c-o Mrs. Rosemary, 2702 Hawes,
Monroe, La., 22-12-43

EDW. G. MINTON, NG
c-o Mrs. Olga, 475 Moscow,
San Francisco, Cal., 31-7-45

JOS. F. MOLONEY, G
c-o Mrs. Marguerite, 64 Hemenway,
Boston, Mass., 6-9-43

RANDOLPH C. MOORE, W
c-o Mrs. Lillian, Forest Dr.,
Columbia, S.C., 7-5-44

STANLEY O. MORRISON, B
2827 N. 19th, Lafayette, Ind., 16-1-45

JAS. S. MORROW, BT
c-o Mrs. Lois, Aalineville, O., 24-5-44

K. L. MORROW, G
c-o Mrs. Florence, 55 Bidwell Hwy.,
Buffalo, N.Y., 12-12-43

PETER T. MOTTA, N
c-o Mrs. Mary, Woodland, Cal., 8-10-43

GRADY MOYLE, N
c-o Jas., 277 N. 1st,
Albermarle, N.C., 10-10-43

BLUFORD B. MULLINS, CP
612 Arnolo, Greenville, Miss., 25-6-43

THOS. E. MURPHY, P
c-o Mrs. Delia, 116 Prospect,
Waltham, Mass., 8-10-43

WM. B. MURRAY, P
c-o Robt., Rt. 1, Hughesville, Pa., 6-3-44

EDW. A. MUSANTE, W
c-o Angelo, 18 Clifton,
Ansonia, Conn., 17-8-43

CHAS. W., MYLIUS, P
c-o Chas., College Rd.,
Richmond, Va., 20-11-44

HERBERT G. NASH, P
c-o Mrs. Virginia, 308 8th,
Albana, W.Va., 8-10-43

JOHN M. NEAL, G
c-o Mrs. Mabel, 811 E. 2nd,
Madison, Ind., 3-9-43

PATRICK J. NEILON, E
c-o Mrs. Lois, 1111 W. Gramercy,
San Antonio, Tex., 8-10-43

MICHAEL J. NEMEROWSKI, CP
c-o Mrs. Michael, Sr., 78 Walnut,
Chelsea, Mass., 29-7-44

ELLIE R. NESMITH, CP
c-o Mrs. Marydelh, 126 Pearl,
Macon, Ga., 29-5-44

CHAS. L. NESSEL, G
c-o Clare, 3077 Agate,
Philadelphia, Pa., 10-10-43

MAX NEWMAN, R
c-o Mrs. Fannie, 1474 Lincoln Pl.,
Brooklyn, N.Y., 26-11-43

FREDRIC B. NICHOLS, R
c-o Mrs. Virginia Handlin,
Lake Fork, Ill., 11-9-44

HOWARD W. NICOL, CP
c-o Mrs. Ralph, Shirley, Ill., 31-12-44

LYLE E. NORD, TG
c-o Mrs. Lesa, 1625 N. 21st,
Superior, Wis., 29-5-44

HENRY A. NORTON, TG
c-o Mrs. Betty, Enterprise, Ala., 17-8-43

KENNETH O'CONNOR, W
c-o Mrs. Grace, 317 W. Newell,
Onon, N.Y., 17-8-43

JOS. C. OGG, W
c-o Mrs. Elva, 906 Frio,
Houston, Tex., 18-3-44

GEORGE E. OWENS, N
c-o Mrs. Mary, Elm Circle,
Wilbraham, Mass., 18-3-44

JAS. W. PARHAM, W
c-o Mrs. Eva, Maiden, N.C., 30-12-43

G. C. ORTA, G
c-o Mrs. Anna, 226 W. 17th,
Port Arthur, Tex., 12-12-43

HOMER L. PARISH, BT
c-o Mrs. F. H., Rt. 2,
Konawa, Okla., 11-7-44

DEXTER B. PATE, W
c-o Eron, Boonsville, Miss., 8-10-43

J. H. PAYNE, N
c-o J. H., 109 N. Ashland,
Lexington, Ky., 28-4-44

JOSEPH S. PELLEGRINO
c-o Mrs. F. A., 2230 Chatterton,
Bronx, N.Y., 12-6-44

A. V. PERRY, W
c-o Josie, Alabama City, Ala., 24-5-44

EVAN B. PETERS, BT
c-o Mrs. Zula, Rt. 2, Bel Air, Md., 12-6-44

WM. L. PETERSON, CP
c-o Catherine, 622 Broadway,
Sterling, Colo., 6-3-44

CHAS. L. PETERSON, P
c-o Mrs. C., c-o E. L. Cuneo, Cliff Rd.,
Wellesley Hills, Mass., 5-6-44

ORAN PETRICH, P
Sturgis, S.D., 25-6-43

JACKSON E. PHELPS, P
c-o Fay, Rt. 1, Canajoharie, N.Y., 29-7-44

CARL J. PHILLIPS, E
c-o Mrs. Neva, 1308 N.E. 18th,
Oklahoma City, Okla., 5-6-44

DARRELL C. PIEL, R
c-o Mrs. Anna, Dunning, Neb., 8-10-43

PHILIP D. PITTS, B
c-o R. C., St. Charles, Va., 11-9-44

RICHARD A. POWELL, N
c-o Mrs. Mary, 1213 Euclid,
Holliday's Cove, W. Va., 29-1-44

E. C. POWER, B
c-o Mrs. Elma, 5528 S. Correll,
Chicago, Ill., 12-12-43

ELLIOTT O. PREBLE, W
c-o Chas., Cor. Wash & Sumner,
Newburyport, Mass., 10-10-43

CHAS. PRESLEY, W
c-o Anne, Rt. 1, Red Level, Ala., 8-10-43

THEODORE W. PRICE, R
c-o Mrs. Ada Cyr, 612 N. Idaho,
Grangeville, Ida., 3-9-43

LEWIS W. PRIEGEL, G
159 N. 4th, Aurora, Ill., 25-6-43

HAROLD PRINCE, BT
c-o Mrs. J. H., 125 Parker,
Maplewood, N.J., 29-7-44

CLARENCE W. PULLEM, B
c-o Mrs. Betty, 6 Roth,
Reading, O., 18-3-44

GEO. A. PULTS, NG
c-o Mrs. Velva M. Gallagher,
East Port Orchard, Wash., 31-12-44

LAWRENCE A. RADKA, R
c-o Mrs. Dorothy, 307 Kingsley,
Normal, Ill., 11-9-44

ALBERT F. RACZ, B
c-o Mrs. Joseph, Rt. 1,
Chicago Heights, Ill., 18-3-44

JOS. H. RAINE, P
c-o Mrs. Geo., Holtville, Cal., 11-9-44

ROBT. E. RAMSAY, R
c-o Mrs. Mary, 606 Wallace,
York, Pa., 22-12-43

JACK W. RAPER, CP
c-o Mrs. Elizabeth, 5 Overbrook Rd.,
Birmingham, Ala., 7-5-44

J. J. RARING, P
c-o Carl V., 22 S. Center,
Pottsville, Pa., 19-5-44

NORMAN L. RASMUSSEN, B
c-o Mrs. Nellie, Lexington, Neb., 6-8-44

SUMNER H. REEDER, P
c-o Mrs. Ethel Canning, 3145 Clifton,
St. Louis, Mo.

JOHN P. RIBUFFO, BT
c-o Rocco, 93 Midland,
Portchester, N.Y., 28-4-44

ROBT. L. RICHARDSON, CP
c-o Mrs. Virginia, 168 N. Lapeer
Beverly Hills, Cal., 31-12-44

MYRON D. RICHMOND, P
c-o Mrs. T. F., 506 S. 1st,
Blackwell, Okla., 22-4-44

ROBT. E. RIES, CP
c-o Mrs. Gus, 1826 Lawn,
Cincinnati, O., 29-7-44

CLAY E. RIFE, W
c-o Clay M., 8411 Park,
Kansas City, Mo., 8-10-43

FRANK A. RITTER, CP
c-o Henry, 14 Atwood,
Buffalo, N.Y., 12-6-44

CARMINE ROBERTO, R
c-o Mrs. Rose, Spring St.,
Weirton Heights, W. Va., 29-7-44

CORNELIUS W. ROBINSON, W
c-o Mrs. Helen, Burkville, Ala., 22-4-44

ROBT. G. ROEDER, P
c-o Mrs. W. G., 161 Boulevard,
Scarsdale, N.Y., 24-5-44

ALLAN S. ROGERS, CP
c-o Mrs. Frank, 221 Cypress,
Jenkintown, Pa., 29-7-44

DONALD J. ROTH, CP
c-o Mrs. Alma, 1527 E. 3rd,
Tulsa, Okla., 5-6-44

GEO. L. ROTH, P
c-o Mrs. Esther, 106 W 26th,
Tampa, Fla., 24-6-44

NORMAN G. ROBITOY, B
c-o Betty, 6606 Fir, Cleveland, O., 24-5-44

A. P. RULE, B
c-o Mrs. Mary, Tularosa, N.M., 6-3-44

REX B. RUNYAN, E
c-o Mrs. Lee, Almena, Kan., 11-9-44

JOHN RUPNICK, W
c-o Jennie, 2500 Maple,
Aliquippa, Pa., 11-5-44

ANTHONY J. RUSSO, E
25-73 122nd, College Point, N.Y., 25-6-43

JOHN W. SABOTKA, TG
c-o Mrs. Anna, 1043 1st,
Windber, Pa., 28-4-44

NATHAN L. SANDERSON, BT
c-o Mrs. Ruth O'Neal, 2620 Wishon,
Fresno, Cal., 30-11-44

GILBERT W. SANDOVAL, G
c-o Mrs. Rosie, Shoemaker, N.M., 8-5-44

VINCENT D. SAPONE, TG
c-o Viltentino, 1916 Jerome,
Schenectady, N.Y., 8-10-43

LESTER W. SAUNDERS, W
c-o Mrs. Smaragdo, 4716 N. Washtenaw,
Chicago, Ill., 10-10-43

RICHARD J. SAWAYA, W
c-o Elaine, 3736 Eagle,
San Diego, Cal., 5-6-44

RAYMOND J. SCHEIER, BT
c-o Mrs. Josephine, 4814 Tibben,
Roxborough, Philadelphia, Pa., 29-1-44

FRED C. SCHILLINGER, R
c-o Mrs. Emma, 726 Monroe,
Scranton, Pa., 6-3-44

PAUL J. SCHMALENBACH, P
1966 W. Sparks, Philadelphia, Pa., 25-6-43

MARLYN M. SCHRADER, TG
c-o Lila, Deep River, Ia., 24-5-44

RALPH SCHULTE, W
c-o Clydas, 805 E. Jackson,
Delphos, O., 24-9-43

ARTHUR E. SCOGGINS, P
c-o Mrs. Haffie, 902 N.W. 34th,
Miami, Fla., 10-2-44

BERT L. SCOTT, P
c-o Mrs. Doris, 89 Liberty,
Lynn, Mass., 5-8-44

GRANT H. L. SCOTT, R
c-o Mrs. Margaret, 3429 Orange
Long Beach, Cal., 6-3-44

BURTON W. SEELEY, N
c-o E. Walter, 126 E. Battlewood,
Oaklyn, N.J., 24-5-44

ALFRED M. SHEARER, N
c-o Elizabeth, 2315 40th Pl., N.W.,
Washington, D.C., 13-7-44

JOHN F. SHIELDS, CP
c-o Mrs. Othelia,
American Lake, Wash., 10-10-43

GEO. W. SHOESMITH, CP
c-o Mrs. Etta, 34 Campbell,
Fall River, Mass., 11-5-44

THOS. L. SIBERT, E
c-o Edith, 712 Sycamore,
Hamilton, O., 24-5-44

EMIL J. SIEWERT, P
c-o Mrs. Marie, Hobart, Ind., 24-5-44

JOS. C. SILVANI, W
c-o Mrs. Rose, 963 Bergen,
Brooklyn, N.Y., 29-1-44

JOS. C. SILVESTRO, N
c-o Josephine, 3175 E. 130th,
Cleveland, O., 24-5-44

FRANK A. SMITH, CP
c-o Mrs. Patricia, 1221 22nd,
Des Moines, Ia., 6-3-44

NORMAN M. SMITH, R
c-o Norman, 714 N. 16th,
Waco, Tex., 17-8-43

GEO. SNECKUS, W
c-o Nellie, 1233 N. Bengal,
Springfield, Ill., 24-5-44

RICH D. L. SNYDER, CP
c-o Dr. J. B., 5810 Brookside,
Kansas City, Mo., 17-8-43

ROBT. E. SPEAS, CP
c-o Mrs. Virginia, Rt. 2,
Sterling, Kan., 8-10-43

FREDERICK G. SPENCE, CP
c-o Mrs. May, 115 Michigan,
San Antonio, Tex., 6-3-44

JOHN N. SPIKER, W
c-o Mrs. Edith, Columbus Rd.,
Weirton, W. Va., 28-4-44

HOBART SPIRES, W
c-o Mrs. Frances, Bryantsville, Ky., 6-3-44

G. D. SPORTELLI, TG
c-o Mrs. Jean, 36 Orange,
Bridgeport, Conn., 10-1-43

JEWELL D. SPRUELL, TG
c-o Mrs. Jewell, Belmont, Ill., 11-9-44

ARTHUR D. STEMEN, R
c-o Mrs. June, Pickerington, O., 31-12-44

LAURENCE A. ST. JOHN, W
c-o Mrs. Erna, Mobeetie, Tex., 24-5-44

VICTOR STOFFREGEN, TG
c-o Henry, Henryville, Ind., 6-3-44

JOHN K. SULLIVAN, E
312 S. 14th, Escanaba, Mich., 25-6-43

JOHN L. SULLIVAN, R
c-o Margaret, 49 Neptune,
Jersey City, N.J., 10-10-43

VIRGIL SUMMERS, BT
c-o Mrs. Anna, Rt. 1,
Martinsburg, Pa., 6-3-44

BERNARD SUNDIN, TG
c-o Mrs. Barney, 217 N. 4th, E.,
Grand Forks, Minn., 6-3-44

JAS. L. SWAFFORD, W
c-o Jess, 540 Pine, Toccoa, Ga., 12-6-44

MICHAEL J. TANOWIGCH, R
c-o Genevieve, Rt. 3, Yale, Mich., 6-3-44

MARTIN TASHJIAN
c-o Mrs. Evelyn, Cutler, Cal., 15-3-44

HAROLD R. TAYLOR, P
c-o Vicki, 1543 N. Martel,
Hollywood, Cal., 11-9-44

N. A. TENAGLIA, E
c-o Mrs. L., 621 West,
Camden, N.J., 12-12-43

WM. F. TEAFF, R
c-o Mrs. Ruth, 515 Carnegie,
Steubenville, O., 6-3-44

WM. A. TERRY, P
c-o Mrs. Carol, 10002 Yale,
Cleveland, O., 6-3-44

PETER J. THEODORE
c-o Mrs. Athena, 847 Berryman,
Orange, N.J., 3-9-43

FRED THOMPSON, TG
c-o Mrs. Bertha, 114 Hayes,
San Antonio, Tex., 22-12-43

WM. R. THORPE, N
c-o Wm., 94 Putnam,
Graniteville, R.I., 6-3-44

LEVI O. TONN
c-o Mrs. Frank, Rt. 1,
Des Plaines, Ill., 18-3-44

THOS. J. TRACY, N
c-o Wm., 85 Tacoma,
Rochester, N.Y., 24-5-44

ANTHONY G. TREBNICK, R
c-o Mrs. Mary, 13827 Charest,
Detroit, Mich., 29-7-44

ALBERT E. TROMMER, P
c-o Mrs. Emil, 2006 State,
Saginaw, Mich., 11-9-44

ARTHUR R. TUOTT, R
c-o Joseph, 835 Carroll,
St. Paul, Minn., 18-3-44

LEMAN E. TUTOR, R
c-o Mrs. Eugene, 308 W. Mermod,
Carlsbad, N.M., 6-3-44

FRANK W. TYCHEWICZ, BT
c-o Josephine, 4755 S. Springfield,
Chicago, Ill., 17-8-43

HENRY R. VAN DE VURST, N
c-o Mrs. J., 9204 Woodhall,
Detroit, Mich., 20-11-44

HENRY C. VERDEUR, R
c-o Mrs. Marie, 35 E. 88th,
New York, N.Y., 6-3-44

PETE S. VILLALOBES, G
741 Plaza, Banning, Cal., 25-6-43

ELMER H. VISHION, N
c-o Mrs. Ernest, 4668 Farlin,
St. Louis, Mo., 5-6-44

ORLANDO E. VINCENTI, R
c-o Mrs. Rose Spigarelli, 171 Gordon,
Carbindale, Pa., 10-10-43

DALE A. VONSEGGERN, R
c-o Anna, 1403 Franklin,
Lafayette, Ind., 8-10-43

J. L. WAGNER, CP
c-o Roscoe, 1104 Wing,
St. Charles, Ill., 12-12-43

EDMONDE J. WALKER, E
654 S. Detroit, Los Angeles, Cal., 25-6-43

A. C. WARFORD, N
c-o Mrs. Ruby, 5913 Wilmington,
Los Angeles, Cal., 12-12-43

HARRY J. WASKEWICZ, W
c-o Mrs. Frances, 7531 Neekel,
Dearborn, Mich., 4-2-44

CHAS. C. WEBSTER, P
c-o Jean, 1714 Court,
South Pasadena, Cal., 31-12-44

MEYER M. WEINTRAUB, E
c-o Mrs. Bessie, 1804 Harrison,
New York, N.Y., 30-12-43

ARTHUR L. WELLINGHAM, E
c-o Mrs. John, 1714 73rd,
Oakland, Cal., 11-5-44

GEORGE A. WHITE, G
c-o Mrs. Marie, 1063 Ephriam,
East Liverpool, O., 10-10-43

ALBERT G. WIGGS, W
c-o Mrs. Estell Crowder, 7 E. Dixie,
Raleigh, N.C., 29-7-44

JOHN O. WHITAKER, CP
c-o Jessie, 114 Maple,
Wheeling, W.Va., 17-8-43

JOHN K. WILLIAMS, G
c-o Mrs. Ida, Mesick, Mich., 3-9-43

GEO. H. WING, N
c-o Mrs. Anna, Rt. 106-A,
North Conway, N.H., 6-3-44

DONALD E. WISE, G
c-o Lochren, 1413 Fulton,
Birmingham, Ala., 3-9-43

ALBERT W. WITMYER, CP
c-o Mrs. Paula, 1001 Meadow,
Charleroi, Pa., 30-12-43

RALPH W. WRIGHT, P
c-o Mrs. Charlotte, 726 Terrace,
Muskogee, Okla., 7-5-44

ROBERT H. WUSSOW, R
c-o Mrs. Clara, 127 Concordia,
Milwaukee, Wis., 8-10-43

SMITH J. YOUNG, TG
c-o Mrs. Fletar, Newdale, N.C., 10-10-43

RALPH V. ZARZECKI, W
c-o Mrs. Sylvester, 133 Pius,
Pittsburgh, Pa., 6-3-44

EDW. J. ZERBLIS, R
c-o Mrs. Kazimer, 1513 N. 35th,
Melrose Park, Ill., 25-6-43

MAURICE G. ZETLIN
c-o Allen, 17 Toslyn, Salem, Mass.

PAUL ZIMA, R
c-o Anne, 5210 S. Albany,
Chicago, Ill., 3-6-44

WALTER E. ZOLDAK, W
c-o Anna, 126 Ives,
Willimantic, Conn., 10-10-43

Missing in Action

JOHN W. ADAMS, CP
c-o Helen, 200 Maple, Leay, Kan., 3-3-44

VERMONT O. ANDERSON, P
c-o Betty,
Minnetonka Beach, Minn., 3-11-44

STUART R. ALLISON, TG
c-o Fred, 211 N. 12th,
Monmouth, Ill., 11-8-44

D. H. ALLWINE, R
c-o Jessie, 4537 Charles,
Omaha, Neb., 6-11-43

ANGUS ALSUP, TG
c-o Nellie, 115 S. Copper,
Deming, N.M., 6-3-44

RICHARD K. ANDEREGG, BG
c-o Vera, West Bend, Ia., 2-4-44

DONALD R. ANDRES, TG
c-o Ruth, Alma, Neb., 3-2-45

EDWARD V. ANKLI, BT
c-o Mrs. Victor, No. Shore Dr.,
Benton Harbor, Mich., 6-10-44

L. B. ARNETT, E
c-o Harriett, Phillipsburg, O., 11-6-43

ALF ASKE, P
c-o Jalah, 21 Wolf Pl.,
Irvington, N.J., 11-8-?

CECIL A. BAKER, TG
c-o Mrs. Ira, Rt. 2,
Hamilton, Tex., 3-3-45

CHARLES E. BAKER, P
c-o Mrs. C. J., 5691 Rogers,
Detroit, Mich., 11-9-44

JAMES M. BAKER, TG
c-o Mrs. Wm. B., Rt. 2,
Lake Lynn, Pa., 18-3-45

WM. E. BALDWIN, CP
c-o Mrs. Wm., 3231 El Cajon,
San Diego, Cal., 3-4-45

FRANK BARRILLI, E
c-o Fran, 4119 Verdugo,
Los Angeles, Cal., 3-9-44

MARVIN F. BARNER, BT
c-o Mrs. Milferd, Winside, Neb., 31-3-45

OGDEN W. BARRON, TG
c-o B. M., 111 E 39th,
New York, N.Y., 3-4-45

JOHN D. BARRY, E
c-o Thos., 78 Charles,
Springfield, Mass., 15-3-44

ROBERT D. BASS, TG
c-o Mrs. Walter, Rt. 1,
Richmond, Ind., 28-7-44

JOHN E. BAXTER, CP
c-o Mrs. John, 702 Court,
Chariton, Ia., 28-7-44

RALPH W. BAYER, N
c-o Sylvia, 315 N. 8th, Aberdeen, Wash.

RAYMOND BAZATA, E
c-o Gus, Howells, Neb., 31-3-45

LAWRENCE L. BAZIN
c-o Jacqueline, Rt. 3, Girard, Kan., 10-4-45

RICHARD A. BECK, P
c-o Mrs. Walter, 1610 E. Hawthorne,
Tucson, Ariz., 3-2-45

DONALD A. BECKER, TG
c-o Mrs. Pat, 413 E. Maple,
North Canton, O., 21-3-45

DONALD DECKER, W
c-o Mrs. Myrtle, 1311 W. 73rd,
Chicago, Ill., 3-3-44

FRANCIS G. BEEDLE, CP
c-o Mrs. Hulda, The Esquire Bldg.,
Sioux City, Ia., 3-4-45

GEORGE R. BENNETT, R
c-o Mrs. Raymond, 339 Center,
Kingsport, Tenn., 10-1-45

ROMAND B. BERAN
c-o Mrs. Fred, Claflin, Kan., 2-4-44

WILLARD P. BOSTROM, BT
c-o Mabel, Hackensack, Minn., 31-3-45

HERALD R. BOYD, W
c-o H. E., Rt. 1, Sinton, Tex., 3-2-45

HUGH P. BOYD, E
c-o Mrs. T. C., 212 Orchard,
Olean, N.Y., 3-2-45

C. J. BRAUN, G
c-o Mrs. Elsie, 1235 N. Wabash,
Kokomo, Ind., 11-6-43

MISSING IN ACTION

143

LEON E. BRIGGS, TG
c-o Anna Hullinger, Loop Rt.,
Tahlequah, Okla., 7-4-45

SHIRLEY J. BROUSSARD, W
c-o Rone, Maurice, La., 7-10-44

JOHN H. BUCKLEY, N
c-o Mrs. V. B., 808 Jackson,
Little Rock, Ark., 3-4-45

WALTER V. BUDZISZEWSKI, W
c-o Walter, 3935 S. California,
Chicago, Ill., 11-9-44

WM. J. BURBACH, N
c-o Mrs. J. W., 8318 W. North,
Wauwatosa, Wis., 7-4-45

HUBERT W. BURLEIGH, R
c-o Mrs. H. W., Mound, La., 28-9-44

V. I. BUTLER, TG
c-o Mrs. Eliza, 1048 E. 6th S.,
Salt Lake City, Utah, 6-3-44

WARREN M. CAIN, E
c-o Jesse, 210 Fig, Madera, Cal.

ARTHUR R. CALDER, P
c-o Patricia, 234 E. Main,
Elbridge, N.Y., 7-4-45

GAIL CAMPBELL, CP
c-o Norma, 819 N. 11th,
Albuquerque, N.M., 27-6-44

WESLEY R. CARLTON, P
c-o Elsie, Wave Quarters,
Yorktown, Va., 11-9-44

JOHN T. CARMICHAEL, N
c-o Ruby, 24 Clay,
Montgomery, Ala., 6-10-44

LEE F. CARPENTER, BT
c-o Iva, Rt. 1, Pontiac, Mich., 31-12-44

KENNETH R. CARR, CP
c-o Mrs. Richard, 747 W. Cushing,
Decatur, Ill., 7-4-45

STANLEY P. CARSON, E
c-o Mrs. C. M., Woodburn, Ia., 31-12-44

DWAYNE H. CARY, W
c-o Wm., 1412 W. 9th, Coffeyville, Kan.

LOUIS C. CHAPPELL, N
c-o Ernest Lindsay, 624 Florence,
Kalamazoo, Mich., 3-2-45

FRANCIS R. CHASE, TG
c-o Mrs. W. R., 69 Enfield,
Hartford, Conn, 31-12-44

HANS. J. CHORPENNING, N
c-o Mrs. John, Cozad, Neb., 12-6-44

ALOIS CHUDY, W
c-o Molly, 17 Marne Rd.,
Buffalo, N.Y., 23-3-45

ERNEST B. CLARK, W
c-o Sarah, Drunright, Okla., 3-3-44

L. E. CLARK, G
c-o Esther, Roswell, S.D., 11-6-43

ARTHUR A. COHEN, N
c-o Mrs. Abe, 5526 Romaine,
Los Angeles, Cal., 31-12-44

CARL CONLEY, B
c-o John, 327 Grant, Decatur, Ala., 22-4-44

LASHBROOK D. COOK, W
c-o Mrs. L. L., Paris, Ida., 5-4-45

ROBERT A. COOVER, CP
c-o Ira, 2309 Ave. B.,
Kearney, Neb., 3-2-45

ROBERT E. CORUM, E
c-o Rupert Peek, Rt. 1,
Talpa, Tex., 31-12-44

ORVILLE H. COTNER, P
c-o Vesta, Lushton, Neb., 3-2-45

BILLY B. L. COUCH, W
c-o Mrs. C. C., 508 N. Titus,
Gilmer, Tex., 27-6-44

GEO. W. COX, CP
Ranger, Tex., 25-6-43

ALBERT D. CRABBS, R
c-o Albert, 125 Cemetery,
Littlestown, Pa., 10-4-45

ROBT. A. CRAWFORD, E
c-o Mrs. Archie, 4109 Beach Dr.,
Seattle, Wash., 5-4-45

WM. C. DANIELSON, R
c-o Mrs. Wm., 409 N. Elmhurst,
Mt. Prospect, Ill., 18-3-45

JOHN E. DAVID, P
c-o Helen, 515 Superior, Genoa, O., 3-9-44

D. M. DAVIS, E
c-o Elizabeth, 410 E. Oak,
Frackville, Pa., 11-6-43

GORDON E. DAVIS, N
c-o Mrs. Glenn, 73 Victoria,
Kenmore, N.Y., 11-8-44

LESLIE O. DAVIS, G
c-o Youella, 4425 Whitsel,
Cincinnati, O., 3-4-45

WM. E. DAVIS, CP
c-o Jane, 944 Humphrey,
Swampscott, Mass., 23-3-45

PAUL H. DECKER, TG
c-o Mrs. Herman, 1384 Sherburne,
St. Paul, Minn., 10-4-45

RAY S. DEMING, R
c-o Mrs. C. O., Pope, Teague, Tex., 11-9-44

STANLEY S. DIAMOND, CP
c-o Dorothy, 1311 N. Pershing,
Wichita, Kan., 28-7-44

ELTON DICKENS, B
c-o Helen, 3009 Washington,
Seattle, Wash., 8-8-44

NELSON R. DICKENSON, BT
c-o Hazel Farish, 8324 Nebraska,
Tampa, Fla., 31-12-44

CHARLES DINEEN, G
c-o Mrs. C. I., 975 S. Jackson,
Janesville, Wis., 31-3-45

JOHN W. DISHER, RADAR OP.
c-o Elmer, Rt. 3,
Fredericktown, Mo., 18-3-45

JOHN J. DODRILL, P
c-o Mrs. John, 169 Los Altos,
Puente, Cal., 10-1-45

RICHARD C. DODSON, P
c-o Nellie, 306 Madison,
Monroe, Ga., 10-10-43

JOHN L. DONALDSON, P
c-o Mrs. Wm., 121 Foothill,
Santa Barbara, Cal., 27-6-44

CARL J. DONNELL, BT
c-o Mrs. F. H., Guy, Ark., 7-4-45

JAMES R. DOTSON, P
c-o Martha, 2202 Sheffield,
Louisville, Ky., 10-4-45

VIRGIL S. DOWNING, E
212 Fisher, Jackson, Miss., 21-3-45

PAUL J. DURBOROW, N
c-o Edith, 1615 Park,
Harrisburg, Pa., 29-7-44

WADE D. EASOM, E
c-o Dalma, 610 Woodbury,
High Point, N.C., 24-5-44

WM. D. EBBERT, TG
c-o Eva, Rt. 1, Addison, Mich., 11-9-44

ARTHUR F. EHRLER, W
c-o Mrs. A., 716 Illinois,
Ottawa, Ill., 10-4-45

ALBERT L. EIB, CP
c-o Mrs. Albert, Rt. 1,
Sacramento, Cal., 31-12-44

DEWEY ESSARY, E
c-o Georgia, 2809 S. Olive,
Oklahoma City, Okla., 6-3-44

ROBERT L. ESTES, P
5 Quarry, Walton, N.Y., 5-4-45

HENRY S. ETHRIDGE, R
c-o Mrs. H. E., 7 Louis,
Orangeburg, S.C.

ORVILLE C. EVERITT, P
c-o Mrs. Wm., Espy, Pa., 11-9-44

MARVIN F. FENNER, R
c-o Mrs. Floyd, 831 River,
Alma, Mich., 12-6-44

ANGELO FERNANDEZ, E
c-o Josephine, 132 E. 112th,
New York, N.Y., 2-5-44

FRANK FETHERSTONE, E
c-o Elizabeth, 295 Wadsworth,
New York, N.Y., 10-10-43

FRED A. FISCHER, TG
c-o Mary, 140 S. Canon Dr.,
Beverly Hills, Cal., 11-9-44

WM. M. FISCHER
c-o Mrs. John, 6233 Buist,
Philadelphia, Pa., 28-7-44

ARTHUR W. FLOWERS, G
c-o Mrs. W. G., Gastonia, N.C., 10-4-45

JOE S. FOLSOM, W
c-o Ruth, Rt. 2, Spiro, Okla., 28-5-44

ROBT. E. FORTNEY, R
c-o Ruth, 359 E. 6th,
Rushville, Ind., 31-12-44

ANTHONY J. GALLAGHER, P
c-o Mrs. Anthony,
Newtown Square, Pa., 5-8-44

ROBT. W. GARRISON, E
c-o Wm., 208 Miller, Sayre, Pa., 29-12-44

ARTHUR V. GENS, W
c-o Mrs. K. G., 6705 A. Crest,
Union City, Mo., 28-7-44

FRANK J. GERLACH, R
c-o F. W., 20 48th,
Weehawken, N.J., 29-7-44

DALE W. GIEBELHAUS, B
c-o Mrs. C. G., 1442 Sumner,
Lincoln, Neb., 5-4-45

LAVELLE E. GILES, R
c-o Mrs. Lillian, Table Rock, Neb., 3-2-45

M. K. GILLESPIE, R
c-o Mrs. Eleanor, 615 S. Race,
Marion, Ind., 6-11-45

MEYER GITLIN, W
c-o Mrs. Sam, 2140 W. Division,
Chicago, Ill., 18-3-45

HOMER E. GLASCO, B
c-o Mrs. Dorothy, 2014 Holman,
St. Joseph, Mo., 2-25-44

RANDOLPH A. GOODWIN, BT
2137 E. Van Buren, Phoenix, Ariz., 3-4-45

HENRY A. GRATSFELD
c-o Mrs. Augusta, 1006 12th,
Galveston, Tex., 10-10-43

WM. E. GREEN, P
c-o Mrs. Joseph, 1532 N.W. 30th,
Oklahoma City, Okla., 2-4-44

ALFONSE C. GUARDINO, P
c-o Mrs. Lucy, 40 Standish,
Hartford, Conn., 23-3-45

RALPH E. GUHL, W
c-o Mrs. Ralph, 600 S. Milton,
Baltimore, Md., 29-7-44

DAVID A. GURMAN, R
c-o Mrs. S., 8636 23rd,
Brooklyn, N.Y., 11-9-44

DALE E. GUSTAFSON, LW
c-o Mrs. D. E., 810 5th,
Council Bluffs, Ia., 27-6-44

EDWARD P. GWIN, P
c-o Mrs. Nancy, 430 S. Milton,
Whittier, Cal., 18-3-45

JOSEPH C. HALLER, R
c-o Mrs. Joseph, 4137 Gilham,
Philadelphia, Pa., 7-4-45

FRANK W. HARTE, P
c-o F. W., Greystone Hotel,
Montgomery, Ala., 22-4-44

EMIL A. HAVELKA, WG
c-o Mrs. John, Rt. 1, Jarrell, Tex., 21-3-45

RICHARD D. HAWKINS, G
c-o Josephine, 244 W. Main,
Port Jervis, N.Y., 28-7-44

ROBT. J. HAYES, R
c-o Mrs. Harry, 2060 Elbur,
Lakewood, O., 31-12-44

FLOYD E. HENDERSON, P
c-o Mrs. Violet, 723 S. State,
Champagne, Ill., 31-12-44

EDGAR L. HERRICK, E
c-o Mrs. Ed., Arlington, S.D., 11-9-44

CHARLES W. HIGGINBOTHAM, CP
c-o Mrs. C. H., 822 Lilac,
Pittsburgh, Pa., 21-3-45

HOMER K. HIRSCH, RW
c-o Mrs. Helen, 2667 E. Jefferson,
Detroit, Mich., 11-9-44

VICTOR HOFFMAN, B
c-o Mrs. Elaine, 775 E. 2nd,
Brooklyn, N.Y., 7-4-45

FRED HORCASITAS, LW
c-o Mrs. Joe, Central, N.M., 31-12-44

ROBERT A. HOWARD, BT
c-o Mrs. A. E., 111-37 Witthoff,
Queens Village L. I., N.Y., 11-9-44

LUTHER C. HUDGENS, TG
c-o Billie, Clairette, Tex., 31-12-44

JACK HUNTER, P
c-o Mrs. Fred., Eagle Butte, S.D., 11-5-44

RALPH O. INGALLS, G
c-o Mrs. Naomi, 520 30th,
San Mateo, Cal., 5-8-44

DUDLY S. INGRAHAM, JR., BT
c-o Mrs. Dudley, Sr., 156 Summer,
Bristol, Conn., 3-2-45

HENRY W. INSKEEP, JR., BT
c-o Mrs. H. W., 318 S. 42nd,
Philadelphia, Pa., 28-7-44

ROBT. E. JACKSON, E
c-o Mrs. Roy, 429 Holly,
Hot Springs, Ark., 6-10-44

JACK P. JENSEN, CP
c-o Mrs. Violet, 321 Olympic,
Arlington, Wash., 2-4-44

ROY C. JOHANNESSEN, BT
c-o Christopher, 134 Riverside,
Dedham, Mass., 11-9-44

JOSEPH E. JOHNSTON, CP
c-o Mrs. J. J., Rt. 1,
Stone Mountain, Ga., 11-9-44

GARLAND L. JOSEPH, W
c-o Mrs. Wm., 2900 N. Water,
Decatur, Ill., 10-1-45

EDWARD W. KEEFREY, JR., R
c-o Mrs. Edward, Sr., 8131 Anthony,
Chicago, Ill., 23-3-45

ZEB KENDALL, P
c-o Mrs. Zeb, Virginia City, Nev., 6-3-44

J. A. KENNEMER, CP
c-o Samuel, 216 W. 14th,
Stillwater, Okla., 6-11-43

JOHN P. KEYS, P
c-o John, 214 Sycamore,
Elizabethton, Tenn., 8-8-44

WM. R. KIMBALL, CP
c-o Eleanor, 2974 Dwight,
Pittsburgh, Pa., 28-9-44

RICHARD W. KING, CP
c-o Mrs. Stacy, 1905 Otley,
Perry, Ia., 31-12-44

GEORGE E. KINSELLA, CP
c-o George, 93 Van Bergh,
Rochester, N.Y., 6-3-44

JOSEPH E. KITTO, CP
c-o Muriel, 336 S. Lake,
Ponca City, Okla., 11-9-44

ROLAND D. KNIGHT, OPS. OFF.
c-o Mrs. W. B., Centerville, Tex., 15-3-44

GEORGE KNUDSEN, W
c-o Mrs. Ella, 3200 4th N.,
Great Falls, Mont., 2-25-44

MORRIS O. KOLLING, E
c-o Mrs. E. M., 611 8th E.,
Alexandria, Minn., 18-3-45

REINHARDT J. KOMLOSKI, R
c-o Phillip, Brighton, Colo., 3-2-45

JOHN J. KOVACS, R
c-o Elizabeth, 309 Central,
Highland Park, N.J., 6-3-44

ROBT. H. KUEHL, W
c-o Henry, Rt. 1, Canby, Ore., 11-5-44

SAMUEL H. KUNTZ, R
c-o Mrs. Vida, Rt. 2,
Lexington, Ill., 25-2-44

ARTHUR G. LARSEN, P
c-o Frances, 5129 Claremont,
Houston, Tex., 31-3-45

MARVIN LEININGER, P
c-o Mrs. Rose, 827 S. Wager,
Stockton, Cal., 12-30-43

LEROY E. LEIST, TG
c-o Mrs. Aris, Box 228,
Lucedale, Miss., 2-4-44

WM. R. LEWIS, N
c-o Mrs. J. E., 1509 E. Wilson,
Glendale, Cal., 5-4-45

ROY H. LITTLE, W
c-o Mrs. L. C., 3700 Cudahy,
Cudahy, Wis., 31-12-44

EUGENE E. LOCKHART, B
c-o Mrs. Elizabeth, 1051 N. Park,
Temperance, Mich., 3-2-45

PATRICK H. LOLLIS, N
c-o Mrs. Laura, 6100 Brookside,
Kansas City, Mo., 8-8-44

ROBT. D. LONGWORTH, R
c-o Mrs. Iva M., 2903 Denby,
Los Angeles, Cal., 15-3-44

JOSEPH A. LUCAS, BT
c-o George, Mapleton, Kan., 5-8-44

JOHN D. McBRIDE, CP
c-o Mrs. Sharlot, Joinerville, Tex., 2-25-44

THOS. C. McDONALD, W
c-o Mrs. Clayton, Onaway, Mich., 22-4-44

CHAS. J. MCGINLEY, R
c-o Rita, 32 Bickford,
Buffalo, N.Y., 31-12-44

CARL S. MCGINTY, B
c-o Virda, 6438 Vanderbilt,
Houston, Tex., 12-6-44

RAYMOND J. MCGUINNESS, B
c-o Mrs. Raymond, 2110 149th,
Whiteside, L. I., N.Y., 11-9-44

HUGH F. McKENIFF, B
c-o Katherine, 3521 Montcell,
Kansas City, Mo., 27-6-44

JAMES C. McLAMB, W
c-o Mrs. Edna, 306 E Main,
Benson, N.C., 12-22-43

DANIEL E. McTAGGART, TG
c-o H. E., 2226 Ogdon,
Omaha, Neb., 3-2-45

WM. G. MacNAB, P
c-o Ronald, Wasco, Ore., 31-12-44

ARTHUR B. MacNEIL, R
c-o Mrs. Barbara, 902 Flower,
Takoma Park Md., 21-3-45

MELVIN J. MADSEN, TG
c-o Mrs. A. M., 615 Freemont W.,
Santa Barbara, Cal., 18-3-45

PHILIP D. MANGAN, W
c-o Mrs. Frank, 414 E. Myrtle,
Independence, Kan., 11-9-44

ALFRED MANTOPOLI, W
c-o Mrs. C., 622 Almond,
Vineland, N.J., 3-4-45

FRANK J. MARCHUN, CP
c-o Mrs. Frank, Sr., Rt. 1,
Grand Junction, Colo., 5-4-45

JAMES E. MARION, E
c-o Mrs. Clara, 507 S. Washington,
Montpelier, Ind., 25-6-44

ARTHUR A. MARSHALL, R
c-o Mrs. Vesta, Rt. 2,
Gate City, Va., 28-7-44

DANIEL MARTIN, N
c-o Mrs. W. V., 237 E. 163rd,
New York, N.Y., 21-3-45

PETER MARTIN, BT
c-o Mrs. A. J., 2870 Harrison,
San Francisco, Cal., 8-8-44

T. R. MARTIN, P
c-o W. F., 203 W. Crawford,
Dothan, Ala., 6-11-43

PEDRO A. MARTINEZ, E
c-o Delia, 860 E. 161st,
New York, N.Y., 3-2-45

MICHAEL A. MATY, R
c-o Mrs. Michael, 149 Judson,
Bridgeport, Conn., 7-4-45

WM. MAYO, P
c-o Mrs. Marion, 3021 Severance,
Los Angeles, Cal., 31-12-44

MARVIN MILLER, E
c-o Harry, 700 E 141st,
New York, N.Y., 3-9-43

D. L. MINER, P
c-o Mrs. David, 24 Edgerly Rd.,
Boston, Mass., 6-3-44

FLOYD C. MITCHELL, TG
c-o Mrs. Fred, Rt. 2, Bearden, Ark., 5-4-45

HARRY E. MITCHELL, E
c-o Mrs. R. M., Rt. 1, Sharon, S.C., 10-1-45

ROBERT G. MITCHELL, BT
c-o Mrs. Charles, 359 W. Alvarado,
Pomona, Cal., 18-3-45

STEPHEN G. MONICK, B
c-o Mrs. Steven, 422 Parkway,
Monessen, Pa., 3-2-45

COY I. MONTGOMERY, P
c-o Mrs. Dovie, Lone Wolf, Okla., 6-3-44

PHILLIP MORDOWITZ, N
c-o Mrs. Rebecca, 1646 Anthony,
Bronx, N.Y., 2-25-44

JOHN C. MOSS, BT
c-o Jissie, Rt. 2, Rigby, Ida., 3-2-45

G. W. MOXLEY, E
c-o Mrs. W. E., Hammon, Okla., 28-7-44

ARTHUR MYERS, TG
c-o Mrs. Luther, 16 Bruce,
Scotia, N.Y., 27-6-44

JOHN A. MYERS, TG
c-o Mrs. Jane, 424 Cook,
Raton, N.M., 28-7-44

KENNETH W. NEWKIRD, CP
c-o Mrs. Eleanor, 1802 1/2 N. Mariposa,
Hollywood, Cal., 31-12-44

MARTIN W. NIELSON, B
c-o Mrs. Martin, 105 N. Lake,
Madison, Wis., 11-9-44

BASIL NUMACK, TG
c-o Mrs. Walter,
Silver Springs, N.Y., 31-12-44

GENE F. O'CONNELL, N
c-o Mrs. Patrick, 5328 S. Lyndale,
Minneapolis, Minn., 27-6-44

PERRY L. OLSON, BT
c-o Mrs. George, Rankin, Ill., 11-9-44

THOMAS E. O'NEILL, CP
c-o Lucille, 1208 Mira Mar,
Long Beach, Cal., 31-3-45

S. C. PALMER, R
c-o Mrs. Stanislaus, 66 Derby,
Salem, Mass., 10-10-43

HARRY D. PARK, E
c-o George, 1011 Lincoln,
Galesburg, Ill., 8-8-44

CHARLIE P. PATE, W
c-o Jewel, 1308 10th,
Columbus, Ga., 28-7-44

JOSEPH T. PEARL, E
c-o Mrs. J. A. 712 Cass,
Greenville, Mich., 31-12-44

HUGH H. PENNOCK, BT
c-o Mrs. H. F., 37 Riverside N.E.,
St. Cloud, Minn., 23-3-45

ALVIN H. PETTEYS, E
c-o Mrs. Nettie, Greenwich, N.Y., 31-12-44

RAYMOND A. PIECZYNSKI, E
c-o Mrs. Margaret, 8209 Houston,
Chicago, Ill., 28-7-44

LEONARD PIEPGRAS
c-o Mrs. Hulda, Rt. 1, Iona, Minn., 7-4-45

DAVID W. PITMAN, NG
c-o Dr. Paul, 378 Belmont,
Wollaston, Mass., 10-1-45

JOSEPH M. POPSON
c-o Mrs. Katherine, 53 Main,
Highland, Pa., 31-3-45

WALTER E. POTTER, W
c-o Mrs. Ruth, 193 Hampshire,
Methuen, Mass., 3-9-44

STEVEN S. POULOS, N
c-o Mrs. Maria, 4039 N. Washington,
Chicago, Ill., 10-4-45

CHESTER POWELL, BT
c-o Mrs. Jane, 129 E. 65th,
Los Angeles, Cal., 28-5-44

ALBERT S. PRINCE, R
c-o Mrs. Etta, 89 Smith,
Charleston, S.C., 5-8-44

PETER RADICH, JR., G
c-o Mrs. Peter, 5166 Keystone,
Pittsburgh, Pa., 31-12-44

DAVID RATTIN, W
c-o Peter, Red Lodge, Mont., 11-9-44

MARTIN D. RUPERT, P
c-o Mrs. Lucille, 1003 Norris,
Farrell, Pa., 19-5-44

JOHN F. RYAN, P
c-o Mrs. Dolores, 2718 N.E. Hancock,
Portland, Ore., 12-6-44

DELBERT D. REEVE, P
c-o Donna, 55 Meridian,
Tipton, Ia., 10-4-45

DUANGE F. RENCH, W
c-o Mrs. Ann, 704 E. Superior,
Alma, Mich., 31-12-44

LAWRENCE W. RIEGEL, P
c-o Mrs. Lawrence, 111 Cherry,
Port Carbon, Pa., 11-9-44

DONALD RIEGER, TG
c-o Mrs. Dora, Lathrop, Cal., 8-8-44

MERRIL T. RISH, P
c-o Mrs. Ellnor, Creighton, Neb., 6-3-44

ARTHUR L. ROBERTS, W
c-o Amasa, Pinkstaff, Ill., 28-7-44

GEORGE J. ROBINSON, R
c-o Mrs. Catherine, 47 Beaver,
New Britain, Conn., 31-12-44

CLAUDE ROBISON, N
c-o Mrs. Claude, 17277 O'Connor,
Dearborn, Mich., 24-5-44

MELVIN M. ROGOFF, W
c-o Mrs. David, 6324 N. Claremont,
Chicago, Ill., 28-7-44

EDMUND W. ROHDE, B
c-o Mrs. Alma, Lemars, Ia., 6-10-44

SALVADORE ROMERO, BT
c-o Teresita, Cochita, N.M., 24-5-44

WALTER A. ROSENBERGER
c-o Mrs. Susan, 2115 Spring,
Pittsburgh, Pa., 3-2-45

ELMER H. RUNDY, N
c-o Mrs. Lizetta, 749 McPherson,
Cincinnati, O., 3-2-45

JOSEPH L. RUSSO, BT
c-o Mrs. Frank, 1826 N. Cleveland,
Chicago, Ill., 31-12-44

ELVIN W. SAMUELSON, CP
c-o Mrs. Patricia, Montgomery, Ill., 8-8-44

WM. U. SCHAEFER, W
c-o Mrs. Lucille, 309 Sherman,
Nokomis, Ill., 11-9-44

CLAUDE E. SCHINDLER, CP
c-o Mrs. Ora, Rt. 1,
Upper Sandusky, O., 28-5-44

HOWARD R. SCHULTE, P
c-o Mrs. Charles, 7137 Lafayette,
Chicago, Ill., 11-9-44

ALVIN J. SEVERSON, E
c-o Mrs. Albert, Redding, Cal., 11-9-44

FRANCIS J. SEYFRIED, TG
c-o Mrs. John, 147-42 Hoover,
Jamaica, L. I., N.Y., 31-12-44

ROENS W. SHEARWOOD, E
c-o Walter, Grove Trailer Park,
Plateau, Ala., 10-4-45

JAMES W. SHEPARD, E
c-o Helen, Buena Vista, O., 81-12-44

STANLY P. SIDERS, R
c-o Mrs. J. A., Rt. 2, Hillsboro, O., 27-6-44

JOHN W. SIMMONS, CP
c-o Frederic, 2330 Eutow Pl.,
Baltimore, Md., 3-9-44

HERBERT SINGER, NG
c-o Mrs. Irving, 413 S. 4th,
Brooklyn, N.Y., 21-3-45

BERNARD SLAVKIN, R
c-o Mrs. A., 911 Highview,
Pittsburgh, Pa., 5-4-45

RICHARD E. SMITH, BT
c-o Mrs. Nell, 4813 Roanoke,
Cincinnati, O., 10-4-45

OBIE SMITHART, TG
c-o Mrs. Lucille, 58 Ragsdale,
Salinas, Cal., 23-3-45

HAROLD W. SNYGER, W
c-o Mrs. J. W., 1709 Lincoln,
Yakima, Wash., 3-2-45

ALBERT S. SPEAR, P
c-o Mrs. R., 1017 Monocacy,
Bethlehem, Pa., 28-7-44

JOHN P. SPILLANE, N
c-o Mrs. John, 260 Richmond,
Staten Island, N.Y., 28-7-44

WESLEY G. STANSBURY, P
c-o Mrs. Jane, 441 Maple,
Syracuse, N.Y., 28-7-44

BERNARD P. STELL, W
c-o Dorothy, Rt. 2,
Hamburg, Ark., 31-12-44

WESSON A. STETSON, R
c-o Mrs. Frances, 1448 May,
Dearborn, Mich., 28-7-44

WM. M. STONE, R
c-o Mrs. Wm., 318 Moore,
Fayetteville, N.C., 11-9-44

CLARENCE W. STONESIFER, E
c-o Mrs. Josephine, Rt. 9,
Sacramento, Cal., 31-12-44

THERON J. STOOKESBERRY, N
c-o Mrs. Josephine, 503 W. Stone,
Fairfield, Ia., 3-9-44

JOHN T. STRYJESKI, R
c-o Mrs. Estelle, 336 21st,
Brooklyn, N.Y., 6-3-44

HERLAN R. TARGER, R
Russell Springs, Ky., 11-9-44

HORACE W. TEAGUE, N
c-o Mrs. Elijah, Rt. 1,
Taylorsville, N.C., 11-9-44

FRANK O. THOMAS, R
c-o Mrs. Grant, Rutland, Vt., 8-8-44

GEORGE F. THOMAS, TG
c-o Mrs. George, 2208 Hayes N.E.,
Minneapolis, Minn., 7-4-45

JACK W. THRASHER, P
c-o Mrs. Thos., 3301 Clouester,
Richmond, Va., 3-3-45

SANFORD TISDALE, W
c-o Mrs. Ethel, 12601 Terry,
Detroit, Mich., 2-4-44

JOS. H. TOBICZYK, CP
c-o Mrs. Tosca, Broughton, Pa., 12-6-44

ROY E. TOLL, TG
c-o Mrs. George, Rt. 3,
Eugene, Ore., 10-1-45

LEO TOMASO, N
c-o Mrs. Rose, 3802 Bryan,
Dallas, Tex., 23-3-45

ROBT. E. TRUEBLOOD, E
c-o Mrs. Delbert, 8832 Oakwood,
Munster, Ind., 10-4-45

JOSE A. TRUJILLO, BT
c-o Mrs. Ninfa, Rt. 1,
Santa Fe, N.M., 27-6-44

HOWARD R. TUDOR, E
c-o Mrs. George, 604 Washington,
Radford, Va., 23-3-45

RAYMOND R. UHLER, BT
c-o Mrs. Karl, 840 W. Liberty,
Wooster, O., 18-3-45

ROBERT W. VALENTIK, W
c-o Paul, 25 Seaview,
East Norwalk, Conn., 2-4-44

NELSON B. VAUGHAN, CP
c-o Mrs. B. J., 2705 Q St.,
Vancouver, Wash., 31-12-44

LAWRENCE W. WARD, B
c-o Mrs. Ray, Crystal Spring,
Elkins, W.Va., 31-12-44

FRANCIS J. WALDSCHMIDT, TG
c-o Mrs. H. A., Rt. 2,
Rock Falls, Ill., 3-9-44

c-o Sharon, Ephrata, Wash., 10-4-45
WESLEY A. WOODS, TG

JAS. H. WRIGHT, JR., N
c-o Mrs. Gladys, Rt. 1, Deville, La., 11-9-44

KENNETH E. WRIGHT, E
c-o Nona, Ambassador Apts.,
Tacoma, Wash., 3-4-45

JOHN A. ZAHER, TG
c-o Mrs. Anna, Bobtown, Pa., 5-8-44

Prisoners of War

GLENN D. ABRAHAM, JR.
1709 Sheridan, Port Townsend, Wash.

LOUIS H. ABROMOWITZ
604 5th, Bradley Beach, N.J.

FRANCIS T. ACKER
Dialville, Tex.

DAVID N. ACKERMAN
512 Frederick, San Francisco, Cal.

ANDREW L. ADDISON
2014 Mazant, New Orleans, La.

WINSTON ADKINS
Feds Creek, Ky.

JOHN W. AFFLECK
Rt. 3, Vienna, Va.

WILLIAM B. AGNETTI
2512 4th N., Seattle, Wash.

JAMES P. AITKEN
Plattsburg, Mo.

HERBERT A. ALF
1015 26th, Sacramento, Cal.

GLEN J. ALLEN
Rt. 1, Newcomb, Tenn.

JOSEPH B. ALLEN
1703 E. Powhattan, Tampa, Fla.

KENNETH G. ALLEN
Rt. 4, Richmond, Mo.

CHARLES F. ALLEN
415 S. Main, Georgetown, Ill.

OSCAR C. AMISON
4201 N. Poinsetta, Palm Beach, Fla.

JOHN T. AMERY
449 Elmwood, Niagara Falls, N.Y.

ERNEST ANDERSON
2129 26th, Oakland, Cal.

CARL C. ANDERSEN
Delavan, Minn.

ROBERT H. ANDERSON
Waconia, Minn.

CHALMERS M. ANDERSON
Henry, Neb.

PAUL ANNIN
Haffey, Pa.

JAMES F. ANTHONY
426 10½ St., Silvis, Ill.

CHARLES S. ASHBAUGH
Rt. 2, Leechburg, Pa.

RICHARD B. ATCHISON
416 N. 33rd, Oklahoma City, Okla.

WALTER S. AUSTIN
2214 Avenue C, Kearney, Neb.

ROBERT F. ATKINS
925 N. Lawles, Chicago, Ill.

CLIFFORD M. AVERETT, JR.
1411 Wunnton, Columbus, Ga.

CHARLES K. BAILEY
Wynnewood, Okla.

JACK L. BAILEY
108 Michigan, Charleston, W.Va.

ROBERT W. BAILIE
531 S. 50th, Tacoma, Wash.

JAMES A. BAIN
1500 Wager, Lakewood, O.

BENJAMIN BALDASANO
123 W. Airy, Norristown, Pa.

HOWARD G. BALL
104 Lincoln, Tomahawk, Wis.

CHARLES S. BARBER
510 N. Cedar, Abilene, Kan.

LYNN H. BARBOUR
Rt. 1, Roachdale, Ind.

IRA F. BARDMAN
Maine St., Greenelane, Pa.

BARWICK D. BARFIELD
187 Harvard, Houston, Tex.

LAWRENCE W. BARGER
Metropolis, Ill.

JULIAN T. BARKMAN
Nash, Tex.

DANIEL BARNA
32 Mahar, Clifton, N.J.

BLANTON G. BARNES
Blackstone, Va.

GLOVER E. BARNEY
2736 S.E. 64th, Portland, Ore.

KENNETH BARON
114 Bidwell, Rochester, N.Y.

BENJAMIN J. BARR
1929 Olympia, Houston, Tex.

SAMUEL L. BARRICK
1741 Fawcett, Tacoma, Wash.

ROBERT BARRIE
130 Elmont, Pittsburgh, Pa.

ROBERT W. BARRY
5628½ Virginia, Hollywood, Cal.

SHERWIN L. BARTON
705 Kenneth, Glendale, Cal.

ROBERT T. BASHAW
322 S. Sheshe, Hominy, Okla.

CARL E. BATTIN
Burlington, Ia.

PETER BATTISTI
809 Davis, Elmira, N.Y.

DONALD L. BEASLEY
407 Canyon, Montevideo, Minn.

ARTHUR H. BECKTOFT
Rt. 1, W., Arlington, Vt.

HARRY P. BELLEMARE
184 Baldwin, Waterbury, Conn.

RUSSELL W. BENNETT
Anita, Pa.

R. E. BERGENDAHL
34 Ridgewood, Eltingville, N.Y.

JACK BERKOWITZ
129 Suffolk, Bronx, N.Y.

WILLIAM B. BERRY
2317 Main, San Antonio, Tex.

LIBERTO BERNAGOZZI
Copiague, L. I., N.Y.

ELZO T. BEVAN
Rt. 2, Berry, Ala.

LEO J. BIANCHI
180 Dunmoreland, Springfield, Mass.

ROBERT L. BIXLER
330 Brewery, Bisbee, Ariz.

ROBERT L. BLACK
Alderson, W.Va.

BILLY B. BLACKMAN
1981 Linden, Sidney, Neb.

ROBERT L. BLAIS
1880 Jefferson, Muskegon, Mich.

WILLIAM M. BLANK
695 Inez, Memphis, Tenn.

THORNTON BLINE
Palestine, Ill.

ADOLPH BLUM
Rt. 1, Camillus, N.Y.

ARTHUR G. BODEI
244 Waverly, South Orange, N.J.

RUSSELL E. BOLDIN
171-B Magnuson, East Park,
Bremerton, Wash.

GEORGE E. BONITZ
555 W. 170th, New York, N.Y.

WM. H. BOOTH
805 Taff, Pittsburgh, Pa.

GILBERT A. BORBA
Aromas, Cal.

JAMES G. BORMUT
661 Gutman, Baltimore, Md.

VANCE R. BOSWELL
McMinnville, Ore.

HARRY F. BETT
412 4th, Westwood, N.J.

LARRY C. BOYER
Oak Harbor, Wash.

CLARENCE R. BOWLIN
302 Barr, Urbana, Ill.

FRED K. BRACKEN
Palisade, Colo.

RANDELL L. BRADLEY
1206 16th, Wichita Falls, Tex.

TIMOTHY H. BRADSHAW
1908 W. 11th, Oklahoma City, Okla.

RONALD W. BRAILEY
557 N. Garfield, Pasadena, Cal.

EMORY L. BRANDT
Knobnoster, Mo.

GEORGE W. BRANNAN
215 E. 26th, Kansas City, Mo.

NORMAN BREWSTER
Three Lakes, Wis.

EDWARD BRITKO
Marianna, Pa.

HOWARD J. BROCK
Lake Odessa, Mich.

RICHARD W. BROOKS
16 White Oak, West Roxbury, Mass.

WILLIAM D. BROOKS
612 W. 8th, Waterloo, Ia.

WILLIAM C. BROTHERS
1026 S. 40th, Birmingham, Ala.

GUY L. BROWN
66 Moross, Mt. Clemens, Mich.

DOUGLAS L. BROWN
673 223rd, Bronx, N.Y.

CLIFFORD J. BROWN
2756 11th, Sacramento, Cal.

WILLIS F. BROWN
Maple Lake, Minn.

JOHN F. BROWN
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VORIS R. BELLES, E
6210 S.E. 93rd, Portland, Ore., 21-7-44

GEO. A. BENEDICT, BT
Bedford, Mich., 21-7-44

EARL V. BENHAM, R
Milan, Minn.

NORBERT J. BENKOWSKI, W
1851 5th N.,
Wisconsin Rapids, Wis., 5-11-44

LUTHER G. BENNETT, P
Johnston City, Tenn., 28-9-44

DONALD E. BENSON, E
Rt. 2, Poteau, Okla., 12-12-44

CHAS. B. BENYUNES, N
Danville, Va., 3-4-45

NELSON O. BERGER, TG
Marshallville, O., 25-7-44

JUSTIN S. BERRICK, G
9 Argyle, Buffalo, N.Y.

D. F. BERTHOLF, N
1102 E. Filmore, Harlingen, Tex.

RICHMOND L. BESSEY, BT
1020 Boylston, Boston, Mass., 9-9-44

HENRY W. BIEZE, R
1647 N. Rockwell, Chicago, Ill.

ROBT. L. BIRD, BT
1202 S. 109th E., Tulsa, Okla., 19-8-45

HOWARD E. BLACK, TG
308 E. Park, Pittsburg, Kan., 6-10-44

LOUIS BLACK, G
4259 35th, San Diego, Cal.

DON L. BLAIR, TG
Rt. 1, Michigan City, Ind.

FRED E. BLAKE, W
2442 Vista, San Diego, Cal., 17-1-45

EUGENE L. BLAN, TG
332 South Ave., Syracuse, N.Y.

CHAS. B. BLANDING, P
29 Grove, Lockport, N.Y., 16-4-45

AUBREY J. BLOCKSOM, CP
327 E. Washington, Lisbon, O., 5-4-45

MICHAEL V. BOCCUZZI, R
31 Mission, Stamford, Conn.

MATHEW H. BOGUMINSKI
352 Spencerport, Rochester, N.Y.

FRANK A. BONAGUR, W
82-18 Ankener, Elmhurst,
New York, N.Y., 26-11-44

HARRY A. BONN, R
5 Ridgewood, Maplewood, N.J.

JOHN E. BOOTH
7 Columbia, Haverhill, Mass., 24-7-44

JAS. BOROVILOS, N
372 E. Washington,
New Castle, Pa., 13-1-45

STEVE BOSSER, W
31519 Brown, Garden City, Mich.

GERALD A. BOULE, CP
7 Florence, Newport, R.I., 10-11-44

JACK BOURNE, BT
4338½ 2nd, Sacramento, Cal., 26-10-44

CHESTER A. BOWERS, CP
533 Clark, Council Bluffs, Ia., 12-6-44

GEORGE H. BOWLES, TG
R.F.D. 1, Idaho Falls, Ida., 28-2-45

PAUL J. BOWMAN, R
1586 E. 93rd, Cleveland, O., 14-1-45

CHARLES H. BOYD, W
816 Marco Pl., Venice, Cal., 17-10-44

SALVATORE J. BRACCO, W
179 Busti, Buffalo, N.Y., 25-9-44

RALPH BRADLEY, B
6020 Woolworth, Omaha, Neb., 10-8-45

EUGENE J. BRADY, E
7720 7th, Brooklyn, N.Y., 24-1-45

FORREST J. BRANAGAN, BT
Goshen, Utah, 13-7-44

SIDNEY J. BRAND, JR., BT
Ponchatoula, La., 16-11-44

JAS. W. BRASHEARS, R
2106 9th, Wichita Falls, Tex., 27-9-44

ROBT. L. BRASWELL
1252 W. Trancas, Napa, Cal.

ARTHUR L. BREHM, W
42 Morgan, Brooklyn, N.Y., 8-2-45

JOSEPH G. BRENNAN, R
592 E. 4th, South Boston, Mass., 4-8-45

GERALD A. BREWER, CP
232 Derman, Houston, Tex., 14-7-44

HERBERT J. BRICE, N
Walker, N.Y.

WM. R. BRICE, B
143 S. Illinois,
Atlantic City, N.J., 26-11-44

ALFRED T. BRIDGES, W
650 N. 6th, Terre Haute, Ind., 25-12-44

MELVIN K. BROOKS, E
Rt. 2, Marshville, N.C., 27-9-44

CARLETON E. BROWN, BT
Davenport, N.Y., 7-6-44

GERALD BROWN, P
2051 W. 54th, Los Angeles, Cal., 10-3-45

NORMAN L. BROWN
Ontario, N.Y., 7-6-44

JOURDAN L. BROWNING, N
New Albany, Miss., 20-4-45

LOUIS BROWNSTEIN, B
2934½ Juniper, San Diego, Cal., 25-5-44

HERSCHEL H. BROYLES, E
710 Gillespie, Chattanooga, Tenn., 24-7-44

MILTON J. BRUCKER, B
705 S. Pershing, Wichita, Kan., 25-2-45

DELBERT J. BRUNS, W
Eureka, Kan., 25-7-44

R. A. BRYAN
11 Columbia, Santa Cruz, Cal.

F. E. BRYANT, N
Tuscaloosa, Ala.

JOHN A. BRYCE, B
210 W. Jefferson,
Grand Lodge, Mich., 25-9-44

EDWARD BUCHANAN, BT
1600 S.W. 2nd, Des Moines, Ia., 18-7-44

HAROLD S. BUCKLEW, P
319 McAllister, Greenville, Miss., 6-2-45

LEONARD P. BULL, N
13 Flagship, Dundalk, Md.

FLOYD P. BULLARD, W
320 High, Keokuk, Ia.

TALMAGE P. BUNTIN, W
Aliceville, Ala., 6-6-44

LAWRENCE A. BURK, G
2537 Warren, Covington, Ky.

SETH L. BURKLUND, G
606 S. 10th, Escanaba, Mich.

HAROLD E. BURTON, E
600 Culberston, Worland, Wyo.

GEO. A. BUSH, BT
716 Ocean, Brooklyn, N.Y.

LESTER R. BUSH, W
Rt. 1, Clarksville, Tenn., 22-10-44

CLARENCE A. BUTTS, G
30800 Bayview Gibraltar, Rockwood, Mich.

ROY W. BYERS, E
8 E. Washington, Hagerstown, Md., 7-6-44

WM. B. BYWATERS, TG
Devine, Tex., 19-9-44

DANA V. CABLE, BT
2052 Hanover, East Cleveland, O., 20-1-45

GEO. CABRERA, R
1138 E. 12th, Los Angeles, Cal., 28-2-45

CYRUS J. CACIOPPO, E
Rt. 3, Hammond, La., 14-3-45

DANIEL CAHILL, R
6514 Winchester, Ventnor, N.J.

ALBERT M. CALDWELL, R
Galt, Cal., 3-1-45

JOS. R. CALISTRO, N
414 Orchard, New Haven, Conn., 10-3-45

PAUL E. CALKIN, W
Ottwell, Ark., 2-6-44

JOHN E. CALLAHAN, R
180 S. Main, Sharon, Mass.

CLARENCE E. CALVERT
195 N. 8th, Kankakee, Ill., 6-10-44

CALVIN G. CAMPBELL, R
901 W. Kansas, Midland, Tex., 14-4-45

CURTIS K. CAMPBELL, B
Princeton, Tex.

ERIC M. CAMPBELL, N
Rt. 5, Andalusia, Ala., 10-1-45

ANDREW H. CAMPION, B
90 Bergen, Ridgely Park, N.J.

JOHN D. CANNON, R
Baker, Ida., 2-11-44

PAUL J. CARBONE, R
Dix Ave., Newburgh, N.Y., 24-7-44

THOS. J. CARLEY, P
47-14 39th Pl., Long Island, N.Y., 8-4-45

JOSEPH CARLIN, N
107 Lake, Bladell, N.Y., 17-10-44

ROBT. W. CARMICHAEL, E
21 Mendum, Roslindale,
Boston, Mass., 10-11-44

DONALD L. CARPENTER, W
2631 N. Cramer, Milwaukee, Wis., 23-3-45

JOHN D. CARPENTER, N
2631 Oak, Jacksonville, Fla., 9-11-44

EDWARD P. CARR, B
3715½ Texas, San Diego, Cal.

WALLACE S. CARTER, E
41 E Main, Merrimac, Mass.

JOSEPH A. CARTY, B
106 Cosmos, Houston, Tex., 19-7-44

HAROLD F. CASTALDO, E
414 Monastery, Union City, N.J., 8-4-45

EMERY N. CASTLE, R
Oxford, Kan., 7-4-45

JAS. N. CATHEY, B
2427 19th, Lubbock, Tex.

TIMOTHY J. CAVANAUGH, N
7011 Carpenter, Chicago, Ill.

ALPHONSE J. CEKUTIS, R
237 Laydon, Manchester, N.H., 17-3-45

ROBT. L. CHAMBERLAIN, P
Ponus Ridge,
New Canaan, Conn., 29-11-44

FRANCIS C. CHANEY, B
3614 White, Baltimore, Md.

FREDERICK D. CHAPIN, B
1500 Archer, Parkchester, N.Y., 8-9-44

WALTER A. CHARLES, P
1636 California, Richmond, Cal., 20-1-45

WM. CHERRY, B
322 Division, Trenton, N.J., 17-7-44

CLEMENT P. CHOYANAK, TG
Helena, Mont., 5-4-45

RALPH H. CHRISTENSEN, CP
Badger, S.D., 23-3-45

HARRY CHUDY, N
3028 W. Juneau, Milwaukee, Wis., 23-3-45

PETER CHURITCH, R
Wakefield, Mich., 17-7-44

JOSEPH H. CIAMMAICHELLA, E
2264 Murray Hill, Cleveland, O., 23-3-45

ANGELO J. CIOFFI, W
2370 2nd, New York, N.Y., 18-1-45

JOHN A. CLARK, CP
3114 Garden, Royal Oak, Mich., 8-3-45

SHELTON M. CLARY, E
Brunswick, Va., 9-4-45

LLOYD W. COARTNEY, N
Rt. 2, Westfield, Ill., 5-8-44

DAVID R. COLBY, E
1906 Crown, Olean, N.Y., 14-1-45

CARL M. COLEMAN, TG
417 Turney, Sausalito, Cal., 29-7-44

LEONARD F. COLEMAN, CP
R.F.D. 1, Woodburn, Ore., 25-8-44

EVERETT S. COLLIER, W
510 24th, Council Bluffs, Ia., 12-10-44

VICTOR R. COMBS, E
8900 Van Horn, Kansas City, Mo.

RAMON CONEJO, R
Rt. 1, El Paso, Tex., 23-3-45

TONY CONIGLIO, N
2317 Cordelia, Tampa, Fla., 24-3-45

GEO. M. CONRAD, R
1020 S. 47th, Philadelphia, Pa.

CAROL R. CONTRERAS, E
600 S. Felipe, Del Rio, Tex.

CHARLES COOK, JR., CP
2396 Autumn, Memphis, Tenn., 20-7-44

HOBART E. COOK, R
Oak Hill, W.Va., 16-11-44

RICHARD B. COOKE, BT
Blackstone, Mass.

J. P. COOPER, R
170-21 88th, Jamaica, N.Y., 29-7-44

MARVIN D. COOPER, TG
Piedmont, S.C., 15-2-45

WILBER H. COOPER
612 E. 20th, Houston, Tex., 4-3-45

RICHARD A. CORCORAN
Wilmington, Vt.

CHESTER P. COULAM, TG
316 Roger, Lowell, Mass., 27-5-44

CHAS. C. COWING, N
818 Fairfax, Drexel Hill, Pa.

NEIL J. COYLE, R
Smiths Creek, Mich., 6-6-44

ALAN B. CRAIG, R
8 N. Harrison,
East Orange, N.J., 30-12-44

JOHN R. CREIGHTON, CP
5422 Kincaid, Pittsburgh, Pa., 7-6-44

ROBT. W. CRITTENDEN, CP
Rt. 2, Fort Worth, Tex., 10-3-45

ROBT. B. CROOKS, W
Carbondale, Colo., 28-9-44

DALE CROSS, E
Sulphur Springs, Fla., 9-11-44

JOHN CROUCH, BT
340 W. State, Salamanca, N.Y., 10-3-45

TIMOTHY J. CROWLEY, CP
3120 Chestnut, Camp Hill, Pa., 31-7-44

VINCENT J. CROWLEY, TG
Fulda, Minn., 9-4-45

FREDERICK J. CROWNER, TG
250 North St., Sheboygan, Mich., 9-11-44

D. H. CROZIER, Togglier
921 E. Baltimore, Flint, Mich., 15-2-45

WM. CROZIER, BT
921 Tierney, Fort Worth, Tex., 27-12-44

WM. J. CULLY, CP
West View, Pa., 10-3-45

CONLEY CULPEPPER, W
Rt. 2, Sheridan, Ark., 25-2-45

RONALD CUMMING, P
2046 Roanoke,
Colorado Springs, Colo., 27-9-44

J. W. CUNNINGHAM, E
New Castle, Pa.

JOSEPH R. CURTIN, BT
527 25th, Denver, Colo., 25-7-44

ALBERT D. DAHLGREN, B
701 N.E. Broadway, Portland, Ore.

DAVID M. DALGARN, TG
Egbert, Wyo., 25-2-45

JAS. J. DALY, W
2242 Valentine, Bronx, N.Y.

LEONARD A. DANIEL, B
Turnersville, Tex., 19-9-44

DALE L. DARBY, P
1074 W. Downey, Flint, Mich., 2-11-44

ALBERT C. DAVIS, W
Covington, La.

DAVID E. DAVIS, TG
9721 Long Beach, South Gate, Cal., 17-2-45

EVERETT H. DAVIS, B
26 N. Loveland, Kingston, Pa., 25-12-44

GLENN R. DAVIS, W
321 Laverne, Alexandria, Va., 10-3-45

C. D. DAWSON, G
40 Fonda, Rockwell, N.Y.

WM. F. DEAR, E
Enterprise, Miss., 29-7-44

WM. J. DEBLASIE, G
414 S. Trenton, Wilkinsburg, Pa.

KURWIN F. DECH, W
19 E. 20th, Northampton, Pa., 3-10-44

ARTHUR E. DEHN, B
226 Locust, Pittsburgh, Pa.

JOHN M. DELANEY, W
704 7th, Asbury Park, N.J., 2-6-44

MARTIN F. DELAO, TG
119 1st N., Texas City, Tex., 10-3-45

ROBT. A. DELL, R
139 High, Woodbury, N.J., 28-12-44

PASCAL A. DELPRIERE, BT
300 Maryland, Buffalo, N.Y.

EDW. J. DELUCCIE, TG
1919 Cedar, Scranton, Pa., 17-6-44

ALFRED L. DENKEWALTER, N
1203 S. Ohio, Columbus, O., 17-3-45

WM. D. DESANDERS, P
4405 Fairfax, Dallas, Tex.

RICHARD O. DETWEILER, W
2443 Myrtle, Kansas City, Mo.

LAWRENCE E. DEW, BT
1043½ Woodlawn, Zanesville, O., 10-11-44

HENRY A. DIBBERN, CP
825 Elizabeth, Valley City, N.D.

CHAS. V. DICKMAN, P
1025 N. Mariposa,
Los Angeles, Cal., 24-3-45

KENNETH J. DILLE, P
526 3rd S.W., Great Falls, Mont., 24-7-44

A. C. DIMASCIO, N
88 School, Watertown, Mass.

JOHN E. DIMEL, B
1654 Sycamore, Columbus, O.

WM. DISHION, N
1108 S. Vancouver,
Los Angeles, Cal., 9-8-44

CHAS. H. DIXON, R
267 Columbia, Adams, Mass., 29-11-44

WADE A. DOARES, BT
1620 29th S., St. Petersburg, Fla., 28-2-45

CARL C. DOBBINS, W
1500 De Soto, Greensboro, N.C., 27-9-44

JAS. P. DOCK, CP
26 Gould, Paterson, N.J., 26-11-44

THEODORE J. DON, B
701 Hammond, Brookline, Mass.

WM. F. DONDERO, TG
90 Ocean, San Francisco, Cal., 23-3-45

WM. A. DONELAN, CP
560 N. Garfield, Colby, Kan.

R. E. DONNELLY, G
Wm. Dunlap Homes, Perth Amboy, N.J.

JACK P. DOUGHERTY, W
223 Geddes, Wilmington, Del., 9-4-45

JOS. S. DOUGHERTY, R
St. Mary's Home, Erie, Pa.

NORBERT J. DOUGHERTY, BT
Wolf Point, Mont., 18-4-45

RONALD L. DOVEL, P
2419 N. Waco, Wichita, Kan., 4-3-45

ANDREW J. DOWNING, P
1822 S. Compton, St. Louis, Mo., 29-1-45

LAROE DOYAL, R
600 Ross, Clovis, N.M., 27-9-44

ARCH J. DRUMMOND, P
Four Mile, Ky.

DOUGLAS DRYSDALE, CP
2219 49th N.W., Washington, D.C., 29-7-44

GEO. H. DUDLEY, W
1046 Hayward, Manchester, N.H., 10-11-44

WM. J. DUGGAN, CP
137 Summit, Batavia, N.Y., 15-3-45

IRVINS S. DUMMER, CP
1428 Clinton, Kalamazoo, Mich., 3-4-45

RUDOLPH H. DUNKER, TG
Evansville, Ill., 10-3-45

AUSTIN F. DUNLAP, P
542 Haight, Alameda, Cal.

EDWARD L. DUNLAP, B
524 Glenmont, Columbus, O.

FRANK DUNST, JR., B
1063 N. Ravenna,
Wilmington, Cal., 24-3-45

GLENN W. DYE, P
Rt. 1, Amsterdam, O.

JOS. J. DYE, B
3000 Connecticut N.W.,
Washington, D.C., 10-3-45

REMI G. EBERENZ, BT
3314 Wyoming, St. Louis, Mo., 3-1-45

ROBERT K. EDGLEY, CP
107 Rutger, Utichny, N.Y.

CHAS. L. EDMONDSON, CP
Logan, W.Va., 22-3-45

JOHN G. EDMUNDS, CP
38 Hayes, Binghamton, N.Y., 25-2-45

LEROY J. EDWARDS, E
Rt. 1, Rockport, Mo., 4-3-45

NORMAN S. EDWARDS, R
Rt. 2, Selma, Ala., 17-10-44

DALE R. EHLENFELT, BT
Weaver, Minn., 29-12-44

MERLE A. EHORN, CP
780 Donnan, Washington, Pa., 26-8-44

ARLON D. ELBEL, P
New Braunfels, Tex., 25-9-44

J. S. ELING, R
8 E. Vine, Reading, O.

GEO. G. ELLIOTT, BT
Carbon Hill, Ala., 8-4-45

RICHARD E. ELLIOTT, B
2211 S. Boots, Marion, Ind.

DONALD O. ELLIS, TG
1936 Shoppe, Newcastle, Ind.

DONALD N. ELLISON, P
422 S. 3rd, Globe, Ariz., 17-2-45

WM. ERESMAN, E
8605 24th, Astoria, L. I., N.Y.

EARL E. EVANS, TG
Rt. 3, Catawissa, Pa., 13-7-44

EMMET H. EVANS, R
Crawfordsville, Ga.

JOHN A. EVANS, P
Bernalillo, N.M., 17-7-44

CECIL W. EVERIN, CP
Columbia Falls, Mont., 28-2-45

ALOIS R. EYSLER, N
107 W. 86th, New York, N.Y., 10-11-44

JOHN FABIAN, JR., P
Rt. 1, Port Byron, N.Y., 10-1-45

DONALD G. FAGEN, TG
Keota, Ia., 4-3-45

JOSEPH B. FARCHT, CP
195 Peyton, York, Pa., 25-7-44

ERNEST A. FARKAS, TG
447 Pearl, Woodbridge, N.J., 17-7-44

DONALD J. FARLEY, BT
4540 Fairfield, Bethesda, Md., 26-11-44

DANIEL F. FEAGINS, G
R.F.D. 5, Oklahoma City, Okla.

JERRY FELSENSTEIN, CP
3192 W. 7th, Los Angeles, Cal.

IVAN E. FERGUSON, CP
23 S. 18th, Kansas City, Kan.

GEO. L. FERRON, E
137-60 Kalmia, Flushing, L. I., N.Y.

JOHN C. FIELDS, N
116 W. Sidney, Mt. Vernon, N.Y., 29-1-45

JAS. W. FINNEGAN, W
3084 Manning, Los Angeles, Cal., 6-10-44

FRED B. FISCHER, W
1938 Davis, Hammond, Ind., 24-3-45

ROBT. D. FISHER, B
2119 Alameda, Alameda, Cal., 26-9-44

WALTER E. FISHER, G
R.F.D. 2, Pottstown, Pa.

JAS. P. FITTON
16 Edgewood, Cranston, R.I.

ROBT. E. FITZGERALD, B
906 4th N., South St. Paul, Minn.

GEO. E. FLANAGAN, R
1003 8th S.E., Minneapolis, Minn.

RUSSELL J. FLACK, P
R.F.D. 1, Ladd Hill, Laconia, N.H.

JOHN J. FLANIGAN, P
16 E. 177th, New York, N.Y.

JOHN T. FLOWERS, JR., R
P.O. Box 4763, Jacksonville, Fla., 21-1-45

EDMOND FORKNER, R
1512 S. Main, Tulsa, Okla.

JOHNNIE J. FORTNER, W
2900 Drummond,
Vicksburg, Miss., 16-11-44

GEO. P. FORY, P
3741 W. College, Shreveport, La., 17-10-44

KENNETH E. FOSTER, E
Medicine Lodge, Kan., 3-9-44

SAM L. FOUSHEE, W
Lillington, N.C., 4-3-45

HERMAN G. FRAHS, W
Phelps, N.Y., 30-12-44

DALE E. FRANCIS, BT
3812 Broadacre, Portland, Ore., 23-3-45

ALBERT FRANKLIN, N
3511 Reading, Cincinnati, O., 24-7-44

JOHN R. FRASCATORE, B
208 Littleton, Newark, N.J., 8-4-45

WM. M. FRATUS
3363 Rocky River, Cleveland O., 10-1-45

DONALD H. FRIEDMAN, B
1308 28th, Ogden, Utah, 26-11-44

FREDERICK D. FULLER, N
304 N. Westland, Tampa, Fla.

GRANT A. FULLER, CP
601 E. 4th, Hereford, Tex., 4-3-45

CECIL R. FULTS, R
9131 Lane, Detroit, Mich., 21-2-45

ANGELO C. GALASSO, BT
7018 84th, Glendale, L. I., N.Y., 11-3-45

PHILIP J. GALLETTA, W
12 Beach, Revere, Mass., 3-1-45

CHAS. H. GARBEROGLIO, R
6016 77th Pl., Elmhurst, L. I., N.Y.

ELI GARCIA, TG
Oja Caliente, NM., 26-10-44

FRANCIS R. GARDNER, TG
187 Park, Medford, Mass., 7-6-44

MICHAEL GAREMKO, E
C-72 Cotswold, Hartford, Conn., 18-1-45

NEWMAN E. GARMON, TG
1753 48th, Birmingham, Ala., 5-6-44

EUGENE F. GARZINI, BT
Rt. 2, Ukiah, Cal., 24-2-45

JACK L. GAY, P
Rt. 1, Henryetta, Okla., 4-3-45

GEO. H. GEISE, N
1118 Hudson, Harrisburg, Pa., 15-2-45

JULIUS GELLER, P
2980 Brighton 12th St.,
Brooklyn, N.Y., 29-11-44

JOHN R. GENSEL, E
Port Blakely, Wash.

ROBT. GEORGI
1950 Henderson, Chicago, Ill., 20-1-45

ROY W. GIACOMELLI, W
Ladd, Ill., 12-10-44

EMILE T. GIARD, BT
Charlemont, Mass., 28-9-44

W. R. GIBBONS, N
Jamaica Plains, Mass.

MAURICE GILL, W
526 Thompson, San Antonio, Tex.

PATRICK J. GILLEN, JR., TG
588 Union, New York, N.Y., 31-3-45

DONALD R. GILLIS, N
611 High, West Medford, Mass., 3-10-44

DONALD M. GILSINGER, N
Elmhurst, L. I., N.Y.

JOS. M. GLADDEN, N
Rt. 4, McDonald, Pa., 25-9-44

PETER GLANZ, R
2020 Vermont, Saginaw, Mich., 16-4-45

JACK GOBIN, W
Walnut Hill, Thomaston, Conn., 16-11-44

WILBUR R. GOCKMAN, R
9337 Clifton Park, Chicago, Ill., 10-3-45

BENJAMIN J. GODDARD, N
Hardin, Mont., 25-2-45

MICHAEL W. GOFF, TG
600 37th, Oakland, Cal., 3-4-45

ALAN B. GOLDBERG, N
214 Lafayette, Salem, Mass., 8-9-44

ARTHUR G. GOLDIE, R
1840 52nd., Brooklyn, N.Y., 5-11-44

ERNEST R. GOMEZ, TG
613 S. Maclay, San Fernando, Cal.

JOHN C. GONDA, JR., N
Waterman, Pa., 8-3-45

JOHN J. GOOD, E
48 Standish, Cambridge, Mass.

JONAH GOODBREAD, CP
Labelle, Fla.

HOMER GOODMAN, BT
1707 Irving, Denver, Colo., 26-11-44

ROBT. N. GOODMAN, G
81 Elliott, Yonkers, N.Y., 24-5-44

DELON C. GOODWIN, N
847 E. 67th, Inglewood, Cal., 28-9-44

DAVID H. GORDON, E
16582 Hamilton, Highland Park, Mich.

JEROME H. GORDON, W
1839 60th, Brooklyn, N.Y.

HARLEY I. GORHAM, W
Spearfish, S.D., 3-4-45

CHESTER J. GORLINSKI, W
4646 N. St. Louis, Chicago, Ill., 12-6-44

ANTHONY G. GOSPODER, N
Elk River, Minn.

GEO. H. GOUGH, P
1828 W. 9th, Spokane, Wash.

SIDNEY GRABOYES, R
2114 N. 58th, Philadelphia, Pa.

ANTHONY GRADY, JR., TG
8579 Rugby, Los Angeles, Cal.

RALPH T. GRAHAM, TG
1290 Belmont, Dubuque, Ia., 29-5-44

HERBERT A. GRAND, R
941 Michigan, San Jose, Cal., 26-11-44

HAROLD D. GRANGER, CP
6841 Canton Center,
Plymouth, Mich., 4-6-44

ROY GRANT, E
Fairview, N.C., 11-3-45

DUNCAN C. GRAY, N
111 6th, Pelham, N.Y., 6-1-45

JOHN A. GRAZIANO, B
23 Center, Highland Falls, N.Y., 25-7-44

E. E. GREASMAR, CP
Rt. 2, Sunbury, O.

HENRY GREEN, E
Scotts Bluff, Neb., 30-12-44

LEWIS C. GREEN, E
259 Main, Norwalk, O., 16-11-44

DANIEL GREEN, BT
McAlpin, Fla., 4-6-44

W. GREEN
253 Fulton, Hempstead, N.Y.

FRANK C. GREGORY, B
1326 8th, Greeley, Colo., 13-7-44

TOMMY L. GRIBBLE, G
2703 Egan, Dallas, Tex.

JOHN T. GRIFFIN, P
Grace St., St. Michaels, Md.

NORMAN D. GRIFFIN, B
Sandoval, Ill., 10-11-44

CHESTER J. GUELKER, N
2519 Sublette, St. Louis, Mo., 9-4-45

ANDREW J. GUGLIERI, G
110 Maning, Jersey City, N.J.

SALVATORE J. GUIDO, TG
24th Pl., Brooklyn, N.Y., 28-9-44

GERALD H. GULICK, E
Blooming Glen, Pa.

MARK G. GUMMERSALL, P
3519 N. High, Columbus, O.

CHARLIE E. GUNTER, JR., N
353 E. Washington,
McAlester, Okla., 25-12-44

GEO. E. GUNTHER, G
446 N. Avers, Chicago, Ill.

DWIGHT D. GUTSCH, R
951 S. Santa Fe., Salina, Kan., 25-7-44

CHAS. R. HACKER, N
2324 W. Wisconsin,
Milwaukee, Wis., 29-11-44

EARL G. HAFEN, B
St. George, Utah, 29-1-44

VAN A. HAIRE, JR., CP
1489 McLemore, Memphis, Tenn., 17-1-45

CLARENCE C. HALL, E
Perry, Fla.

JOHN HALL, G
918 W. Wishkah, Aberdeen, Wash., 7-10-44

JOS. HALL
7580 Tumey, Detroit, Mich., 5-11-44

MANLY W. HALL, CP
Moundville, Ala.

PAUL E. HALL, BT
802 Harrison, Monroe, Mich., 15-4-45

WALTER H. HAMILTON, CP
629 S. York, Denver, Colo., 28-2-45

DONALD B. HAMMOND, R
Heuvelton, N.Y.

DAVID C. HANBY, TG
Amite, La., 15-4-45

EDWARD H. HANSEN, P
7916 Ridge, Brooklyn, N.Y., 4-3-45

GORDON A. HANSEN, CP
634 13th N., South St. Paul, Minn., 3-1-45

RAYMOND E. HANSON, N
266 N. Washington, Battle Creek, Mich.

JAS. M. HARBISON, CP
485 E. Oak, Globe, Ariz., 4-4-45

JOHN W. HARD, CP
408 E. 5th, Metropolis, Ill., 15-4-45

WINSTON HARGRAVE, CP
76 Abbott, Ocean Grove, N.J., 21-1-45

VICTOR HARKIAN, BT
540 S. Hope, Los Angeles, Cal., 25-7-44

RONALD H. HARKNETT, R
88 Tuscan, Maplewood, N.J., 12-9-44

WALTER E. HARMON, N
603 W. High, Urbana, Ill., 25-9-44

JAS. C. HARPER, P
Lenoir, N.C.

CHAS. E. HARRIS, P
Payette, Ida.

CLIFFORD H. HARRIS, P
88 Manchester, Nashua, N.H., 5-1-46

RALPH E. HARRIS, R
830 N. Park, Columbus, O., 25-8-44

THOS. P. HASTINGS, R
605 Maddock, Leipsville, Pa.

LLOYD J. HATHAWAY, N
346 Pawpaw, Coloma, Mich., 14-1-45

WM. E. HAYES, BT
728 E. Beecher, Jacksonville, Ill., 4-8-45

PATRICK J. HEALEY, TG
3025 N. Hope, Philadelphia, Pa.

ALBERT G. HEALY, R
595 Decatur, Brooklyn, N.Y., 3-9-44

W. R. HEATHMAN, W
621 Kenmore N.E., Warren, O.

DAVID N. HEGGE, B
Mayville, N.D., 3-8-44

RAYMOND L. HEIRONIMUS, P
1342 K St. S.E., Washington, D.C., 15-2-45

COYTE S. HELLARD, TG
Rt. 1, Mt. Holly, N.C., 6-1-45

WM. R. HELLEN, E
4015 Rio Grande, Amarillo, Tex., 17-1-45

RICHARD H. HELMICK, CP
2310 3rd, San Diego, Cal., 26-7-44

PETER V. HELMIN, W
Gilman, Minn., 25-8-44

MERLE P. HEMBREE, W
516 S. 2nd, Yakima, Wash., 17-3-45

HARRY M. HEMPHY, P
Kingsley Ave., R.F.D. 1,
Ontario, Cal., 26-11-44

GORDON D. HENDERSON, TG
31 Lakeview, Shrewsbury, Mass., 6-11-44

HARRY J. HENDRICKS, R
Antlers, Okla., 8-9-44

HENRY M. HENINGTON, P
1822 Sunset, Houston, Tex.

VERNON R. HENRIKSEN, N
816 N. Pine, Chicago, Ill., 28-2-45

JAS. M. HENRY, B
511 Can. Ogdensburg, N.Y., 29-1-46

ROBT. L. HENRY, BT
Crawford, Neb., 17-2-45

CHAS. J. HERLIHY, TG
340 Summit, Jersey City, N.J., 19-3-45

FREDERICK V. HERNANDEZ, JR., B
Russell, Kan., 6-1-45

ROBT. M. HESS, CP
Odebolt, Ia., 8-9-44

ROWLAND L. HETRICK, N
Elm Creek, Neb., 3-1-45

DENNY J. HEWITT, R
1047 Bunker Hill, Ashtabula, O., 3-3-45

EDW. J. HIGHAM, N
Cherry St., Dyersburg, Tenn.

HERMAN H. HILBURN, W
Cassville, Mo.

WM. E. HILL, W
White Bluff, Tenn., 25-7-44

JOHN F. HIMPEL, W
Tonganoxie, Kan., 7-5-44

JAS. T. HITEN, TG
840 Melrose, Lexington, Ky.

THOS. J. HOAGGN, W
Deckerville, Mich., 24-7-44

HAROLD F. HODGDON, W
131 S. Main, Sharon, Mass.

EDWIN R. HODGSON
West Chelmsford, Mass., 15-3-45

PAUL H. HOFF, CP
3236 N. Union, Des Moines, Ia., 6-1-45

EDWIN J. HOFFART, BT
8542 N. Tyler, Portland, Ore., 9-4-45

ARCHIE K. HOLLADAY, E
Foreston, S.C.

GEORGE F. HOLSER, W
1801 Eye, Sacramento, Cal., 9-4-45

ARTHUR J. HOLTZ, B
3838 N. 21st, Milwaukee, Wis., 27-8-44

THOS. A. HOOD, N
Swan Quarter, N.C.

WM. P. HOOD, E
51 E. 33rd, Bayonne, N.J., 4-3-45

CURTIS L. HOOKER, BT
Copan, Okla., 8-3-45

HERSHEL C. HOPPER, B
638 Echols, Memphis, Tenn., 14-1-45

HERMAN G. HORENKAMP, TG
Rt. 1, Florissant, Mo., 30-12-44

JAS. H. HORNY, E
Goliad, Tex., 25-2-45

E. HORVATH, N
569 Douglas, Akron, O.

JOHN HOSSO, JR., E
N. 9th St., Martins Ferry, O., 10-1-45

DONALD F. HOUK, R
Appleton City, Mo., 28-2-45

WM. J. HOWARD, W
4126 Glenbrook, Houston, Tex., 29-7-44

CHAS. W. HOWISON, B
Culver, Kan., 19-6-44

MICHAEL G. HUDAK, CP
West Elizabeth, Pa., 12-10-44

GLEN HUDSON, B
7713 Lindbergh, Richmond Heights, Mo.

ROBT. E. HUDSON
411 N. Neosho, Cherryvale, Kan.

BERTON HUFSEY, N
308 S. 5th, Millville, N.J., 21-7-44

ROBT. L. HUGHES, P
Walla Walla, Wash.

THOS. C. HUGHES, P
1615 Andover, Columbus, O., 21-3-45

ISAAC N. HULME, BT
207 Gentry, Nashville, Tenn., 30-12-44

FAY A. HULSEY, W
Humble, Tex.

TONY L. HULSEY, CP
Orongo, Mo.

DALE L. HUMPHREY, BT
132 Monroe, Eugene, Ore., 12-10-44

WM. H. ICKES, G
719 W. Bancroft, Toledo, O.

BENJAMIN J. IMMERMAN, B
270 Lee, Yonkers, N.Y., 4-3-45

WILBERT C. IVOSEVIC, P
1314 Brinton, North Braddock, Pa., 6-1-45

ARNET L. JABERG, W
233 5th, North Canton, O., 15-4-45

ROBT. F. JACOBSEN, TG
International Falls, Minn., 29-11-44

LOUIS R. JAECKER, B
2705 Thompson, Fort Wayne, Ind.

CARL A. JANSSEN, P
Chester, Va.

JACK W. JANSSEN, CP
601 S. Pioneer, Lyons, Kan., 26-11-44

JAMES JARVIE, W
8141 Ardleigh, Philadelphia, Pa.

ROBT. W. JENKINS, CP
560 S. Catawba, Fontana, Cal., 3-10-44

DARIES W. JESSEE, E
984 Clenton, Big Stone Gap, Va., 5-1-45

ERNEST A. JOHNSON, NG
Broughton, Kan., 21-3-45

EVERETT M. JOHNSON, N
189 Magnolia,
San Bernardino, Cal., 21-7-44

JOHN R. JOHNSON, N
2174 Summitt, Columbus, O., 24-7-44

LOREN G. JOHNSON, W
R.F.D. 3, Westay, Wis.

MURRAY D. JOHNSON, P
Loudon, Tenn., 12-9-44

CHAS. P. JONES, W
Sayre, Ala., 25-12-44

DONALD A. JONES, P
310 Alva, Goose Creek, Tex., 4-3-45

PAUL G. JONES, P
2227 Upteran, Los Angeles, Cal., 9-9-44

WARREN R. JONES, N
73 Wetmore, Winsted, Conn., 4-3-45

ERNEST M. JORDAN, R
R.F.D. 1, Keller, Tex., 24-7-44

JAMES E. JOYNER, N
Greenville, N.C.

ARTHUR H. JUHLIN, N
7641 S. Hermitage, Chicago, Ill., 4-3-45

PAUL F. JULIAN, N
14 Revere, Brockton, Mass., 8-4-45

HERBERT R. KAMEON, N
134 W. 93rd, New York, N.Y., 3-4-45

EDWARD M. KAMINSKI, CP
Rt. 2, Marengo, Ill., 29-1-45

LEO J. KAMINSKI, TG
9422 Peterson, Detroit, Mich., 29-7-44

GERALD F. KANE, P
Wisner, Neb., 9-4-45

VICTOR L. KARP, B
1396 E. 124th, Cleveland, O., 10-11-44

WALTER E. KARUTZ, CP
1035 51st, Sacramento, Cal., 24-2-45

RAYMOND P. KASSA, BT
323 E. Grandview, Tacoma, Wash., 25-8-44

LESLIE E. KASSEBAUM, P
216 Bell, Beatrice, Neb., 28-9-44

ROBT. B. KAZEE, TG
Paintsville, Ky., 14-1-45

EDWARD T. KEARNEY, B
942 McClure, Clearwater, Cal., 8-9-44

HOWARD E. KEEL, P
Sandyville, O.

CLYDE L. KEELER, R
50 Seward, Port Jervis, N.Y., 18-4-45

JOSEPH KEENAN, BT
726 Main, Springfield, Mass., 3-9-44

WALTER E. KEIJONEN, R
2341 Labelle, Detroit, Mich., 6-10-44

VERNON G. KEILHOLTZ, CP
Rocky Ridge, Md., 27-9-44

DWIGHT F. KELLEY, B
Hastings, Ia., 9-4-45

LAWRENCE J. KELLEY, R
R.F.D. 1, Salina, Kan., 20-1-45

CLARENCE S. KELLOGG, TG
Rt. 9, Oklahoma City, Okla., 10-3-45

HOWARD J. KELLY, B
902 Front, Coeur D'Alene, Ida.

RUBEN C. KELSEY, B
833 Main, Racine, Wis.

THOS. H. KEMP, P
1616 Broad, Chattanooga, Tenn., 6-10-44

THOS. A. KENDALL
609 Vine, Syracuse, N.Y.

EDWARD F. KENNA, B
107-49 107th, Richmond Hill, N.Y., 25-7-44

EVERETT R. KENNEDY, CP
87 Phelps, Manchester, Conn., 15-8-44

WM. B. KENNEDY, P
4th & Henrietta, Kingsville, Tex., 17-10-44

VERNON C. KERR, BT
1014 Spence, Austin, Tex., 15-2-45

EARL H. KESEL, E
4126 Lakeman, Cincinnati, O., 3-3-45

PAUL J. KICK
1281 Cove, Lakewood, O., 11-3-45

NORMAN L. KIEFER, BT
Winter, Tex., 25-12-44

AUGUST F. KIENITZ, W
341 W. Church, Reed City, Mich., 6-11-44

BERYL L. KING, N
Hazleton, Ia., 5-9-44

RICHARD J. KING, BT
915 Carroll, Racine, Wis., 6-1-45

ROBT. A. KING, E
310 W. Beecher, Jacksonville, Ill., 17-3-45

JOHN R. KIPILA, E
5415 Springwells, Detroit, Mich., 27-12-44

LEONARD M. KIRBY, R
Accord, N.Y., 25-7-44

ROGER H. KIRKPATRICK, G
4745 N. Kedvale, Chicago, Ill.

THOS. R. KIZAK, N
9915 Orleans, Cleveland, O.

GERALD J. KLECKER, N
Rt. 2, Watertown, Wis., 10-1-45

HUGO C. KLECKNER, W
Rt. 2, Two Rivers, Wis., 7-6-44

GILBERT W. KLEIN, R
2295 W. Gd. Blvd., Detroit, Mich., 24-3-45

MARVIN E. KLUG, W
4223 S. Fairfield, Chicago, Ill., 4-3-45

GEORGE O. KNAUFF, R
9205 Miles, Cleveland, O., 17-10-44

ELUID J. KNAPP, N
15064 Sussex, Detroit, Mich., 24-8-44

ALBERT A. KNEISS, CP
c-o Prielozny, Rt. 4,
Bethlehem, Pa., 24-3-45

CHAS. L. KNOWLTON, E
Clarington, O., 18-4-45

KENNETH H. KNOWLTON, CP
445 Scott, Warren, O., 17-7-44

KNUTE KNUDSON, G
315 Canal, Rapid City, S.D.

MICHAEL G. KOBASKY, N
146 5th, Elizabeth, N.J., 3-9-44

GEO. KOBZAR, CP
14 West St., Mechanicville, N.Y., 17-3-45

VICTOR A. KOEHLER, CP
Nicollet, Minn., 16-11-44

CURTIS R. KOGER, E
Patrick Springs, Va., 12-6-44

PAUL E. KOHLER, P
408 30th, San Francisco, Cal., 30-12-44

CHAS. W. KOONS, JR., TG
636 N. 37th, East St. Louis, Ill., 15-3-45

RICHARD M. KOPALSKI
1639 W. Bloomingdale,
Chicago, Ill., 17-3-45

STEPHAN J. KOSZEDNAR, NG
16200 Haggerty, Belleville, Mich., 3-4-45

FREDERICK J. KOURY, N
136 Coolidge, Syracuse, N.Y., 9-9-44

PAUL A. KRAMP, P
5515 Cullom, Chicago, Ill., 4-3-45

SOL S. KRANZLER, N
20 Holly, Brooklyn, N.Y., 6-6-44

RALPH D. KREITZER, TG
3801 Sellars, Dayton, O., 12-6-44

JOSEPH KREZNAR, N
202 N. 34th, Milwaukee, Wis., 4-3-45

ROBT. R. KROSKE, CP
E. 2318 Providence, Spokane, Wash.

JOSEPH B. KYRC
1119 Alley "H," Wheeling, W. Va.

BERNARD LABRIE, B
Ontonagon, Mich., 4-3-45

MILTON LAFRANCHI, CP
Gonzales, Cal., 4-3-45

KEITH W. LAMB, CP
1415 21st, Sacramento, Cal., 29-9-44

LLOYD K. LAMB, W
1511 N. St. Francis,
Wichita, Kan., 10-1-45

STERLING LAMBERT
922 S. Watson, Visalia, Cal.

GILBERT L. LANGDON, BT
37 Mitchell, White Plains, N.Y., 7-6-44

CLAYTON L. LANGMO, E
Estherville, Ia., 6-10-44

JOHN V. LARSON, N
1125 8th, S.E., Minneapolis, Minn.

ANGELO A. LASALLE, BT
1224 Euclid, Des Moines, Ia., 5-4-45

KENNETH R. LASH, W
Rt. 1, Wolcott, N.Y.

MARVIN D. LASKEY, B
547 Allegheny, Towson, Md., 25-2-45

ROBT. H. LATTA, N
Ovalo, Tex., 31-3-45

F. G. LAURO, P
8835 195th St., Hollis, N.Y.

STANTON T. LAWRENCE, P
246 Upper Mountain,
Montclair, N.J., 17-3-45

WM. D. LAWSON, CP
777 Webster, New Rochelle, N.Y., 12-6-44

RICHARD P. LEAMAN, CP
634 Hamilton, Lancaster, Pa., 29-7-44

PAUL LEDBETTER, B
502 Richmond, Fullerton, Cal.

OSCAR LEDER, B
1220 Shearn, Houston, Tex., 28-9-44

ALEXANDER LEE, R
Bellwood Rd., Homestead, Pa.

JOHN LEE, E
1 Chayne Circle, Alexandria Bay, N.Y.

REX E. LEE, W
Rt. 5, Lubbock, Tex., 11-4-45

FREDERICK C. LEECH, B
6826 Lyric, Pittsburgh, Pa., 5-1-45

WM. C. LEFFINGWELL, N
915 Glendale, San Diego, Cal., 28-12-44

ROBT. J. LEHTO, N
15875 Sussex, Detroit, Mich., 12-9-44

OTTO E. LEIGHTON, W
784 Central, Dover, N.H., 8-2-45

JEROME F. LEIRICH, CP
316 17th, St. Paul, Minn., 7-6-44

CLIFFORD H. LEMING, W
74 Model, Hopewell, N.J., 24-7-44

HARRY S. LENK, R
10593 E. Maple, Warren, Mich.

JOHN P. LEVENDUSKY, E
694 Boulevard, Bayonne, N.J., 24-3-45

ROBT. J. LEVIN, E
3305 N. Ashland, Chicago, Ill., 17-1-45

PAUL A. LEVY, B
New Port, Ore.

GEO. T. LEWIS, N
102 Ferry, Danville, Pa., 18-7-44

ANTHONY LINAKIS, N
1470 Amsterdam, New York, N.Y., 29-1-45

EVERETTE E. LINN, B
925 Lincoln, Dubuque, Ia., 17-3-45

RAYMOND F. LISCHER, P
506 Hammond, Red Oak, Ia., 25-7-44

MAYNARD L. LOBB
Brisbin, Pa., 4-6-44

BERTRAM D. LOBDELL, CP
27 Chestnut, Phoenix, N.Y., 25-9-44

FRANK A. LOBELLO, BT
94 O'Conna, Buffalo, N.Y., 11-6-44

CLYDE W. LOLLIS, CP
205 Stafford, Greenville, S.C., 26-11-44

LEONARD L. LOMBARDO, W
224 W. Lister, Falconer, N.Y., 4-3-45

EARNEST R. LOOMIS, R
Rt. 6, Mountain Grove, Mo., 3-10-44

CHAS. H. LOTTES
2680 N. Court, Madison, Wis.

JOHN LOVE, P
322 13th, Bismarck, N.D.

ROBT. M. LOVIN, W
406 E. Granville, Tyler, Tex.

F. WALLACE LOWANS, B
820 55th, Oakland, Cal., 26-8-44

CHAS. E. LOWE, R
186 Morgan, Spartanburg, S.C., 2-11-44

WM. R. LUBY, BT
508 Lebnon, Belleville, Ill., 10-3-45

JOHN P. LUCARELLI, R
395 Littleton, Newark, N.J., 24-7-44

JOHN H. LUCKADOO, CP
42 S. Crest, Chattanooga, Tenn.

LLOYD H. LUCKOW, N
426 Allen, Belvidere, Ill., 26-9-44

SALVATORE J. LUISTRO, W
27 Holland, Newport, R.I.

WESTLEY G. LUNDHOLM, CP
508 S. 3rd, Las Vegas, Nev.

EDW. Q. LUPIA, BT
414 Cornelia, Ridgewood,
Brooklyn, N.Y., 25-7-44

CHAS. W. LYNCH, TG
170 Cottage, Pawtucket, R.I., 26-6-44

DANIEL A. LYNCH, E
57 Victory, Dorchester, Mass., 12-10-44

WM. T. LYNN, BT
333 N. Lewis, Staunton, Va., 6-10-44

DAVID C. LYON, BT
Altheimer, Ark.

LYNN H. LYTHAGOE, W
Henefer, Utah, 17-7-44

DONALD A. McALLISTER, TG
Greenriver, Wyo.

OLIVER N. McCARTNEY, W
719 Carlton, Mishawaka, Ind., 5-6-44

NELSON B. McCLAIN, JR., R
1217 Pary, Kalamazoo, Mich., 2-12-44

DUNCAN L. McCORMAC, B
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CHARLES G. McCORMICK, CP
121 Macamley, Buffalo, N.Y., 6-10-44

ROBT. E. McCORMICK, N
3371 S. Delaware, Milwaukee, Wis.

EUGENE A. McCOY, W
1605 Scheffer, St. Paul, Minn., 6-2-45

WILSON M. McCREIGHT, B
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Newark, N.J., 30-9-44

WOODROW McCURRY, W
512 W. 1st, El Dorado, Ark.

CARLOS E. McCUTCHEON
848 Dryden, Zanesville, O., 6-10-44

BERNARD J. McDERMOTT, W
1347 Clinton,
Far Rockaway, L. I., N.Y., 18-9-44

DALE R. McEWEN, P
907 W. Watson, Lewistown, Mont., 7-8-44

DANIEL S. MCGILL, W
409 Station, Bridgeville, Pa.

DANIEL F. McGRATH, N
714 N. 35th, Seattle, Wash.

WM. V. McGUIRE, P
2103 Holyoke N.E., Pittsburgh, Pa., 8-3-45

ROBT. E. McKEE, R
Rt. 2, Silverton, Ore., 16-11-44

THOMAS A. McKENZIE, B
Johnson City, Tenn.

JACK L. McKINNEY, CP
598 Moreland N.E., Atlanta, Ga., 9-3-45

RUSSELL E. McKITTEK, B
2368 S. 32nd, Miami, Fla., 25-9-44

VERNON T. McNABB, G
Madera, Cal.

CHAS. E. McSPADDEN, W
Ralston, Okla., 7-6-44

CHAS. N. MABEY, G
R.F.D. 2, Athol, Mass.

JAMES F. MACK, W
Plummer, Minn.

JOSEPH L. MACKEY, G
414 Indian School, Albuquerque, N.M.,

CALLEN F. MACKENZIE, R
9 Dell, Somerville, Mass.

GEO. E. MADDEN, E
5624 Cabanne, St. Louis, Mo., 13-7-44

DONALD C. MAIER, CP
4560 W. Spencer, Milwaukee, Wis., 28-9-44

BENOIT G. MAILLOUX, W
7 Broadway, Dracut, Mass., 29-7-44

ANDREW R. MAIN, TG
510 Westover, Roanoke, Va., 11-9-44

STEPHEN J. MAJCHRAZAK, R
90 Armbruster, Buffalo, N.Y., 5-4-45

STANLEY T. MAJOR, P
Ring City, Cal., 29-7-44

GILBERT C. MALCOM, CP
Folsom, N.M., 17-9-44

BENJAMIN J. MANCINI
41 Long Hill, Shelton, Conn., 19-6-44

WILLARD C. MANN, R
625 W. 1st North St.,
Salt Lake City, Utah, 10-1-45

FRANCIS W. MANSER, TG
Mt. Holly Rd., Burlington, N.J., 15-3-45

ALFRED F. MARCELLO, E
Rt. 1, Emerald, Wis., 4-3-45

HAROLD R. MARCK, BT
747 Hunterdon, Newark, N.J., 11-3-45

WM. A. MARIENTHAL, B
2508 N. 34th, Milwaukee, Wis., 3-1-45

ORVILLE A. MARKS, W
664 Wildwood, Salamanca, N.Y., 8-9-44

CURTIS V. MARTIN, B
49 Wiggins, Princeton, N.J.

JOS. MARTINKOVICH, R
318 Baillies Run, Creighton, Pa., 20-7-44

WM. C. MARTINO, TG
61 N. Holly, Maple Shade, N.Y., 17-1-45

RAY MARTUCCI, TG
Randolph, Mass., 6-2-45

MICHAEL MASHYNA, P
614 E. 22nd, Erie, Pa., 18-4-45

JOHN F. MASSOL, P
South Hills, Pittsburgh, Pa., 7-6-44

ROBT. N. MATHIASSEN, BT
214 W. Ortega,
Santa Barbara, Cal., 20-7-44

RICHARD J. MATHISON, TG
25 Washington, Holyoke, Mass.

JOHN L. MAUK, TG
R.F.D. 2, Sciotoville, O.

VESPER N. MAXTED, TG
Rt. 2, Wellington, Kan., 15-4-45

JAS. A. MEADE, E
2641 N. Boston, Tulsa, Okla., 7-6-44

HENRY S. MEARS, N
Rt. 1, Tigard, Ore., 20-7-44

ERNEST D. MEDHURST, BT
375 Waterville, Waterbury, Conn., 6-10-44

ALVIN J. MEIKLEJOHN, P
1548 W. Alameda, Denver, Colo., 28-2-45

GUERINO MELCHIORRE, BT
102-16 Larue, Corona, Queens, N.Y.

DONALD J. MELLAND, BT
1111 N. Main, Hutchinson, Kan., 8-4-45

ROBT. G. MELLEM, CP
Northwood, Ia., 21-3-45

HARRY E. MENTER, E
Stanley, N.Y., 15-3-45

GEO. A. MEYER, B
61 Longrew, Rochester, N.Y., 17-7-44

JOS. W. MICHAEL, P
Wabasso, Fla., 11-3-45

RUSSELL D. MICHAEL, JR., TG
18922 Washtenaw, Detroit, Mich., 18-4-45

ALFRED J. MICHINI, G
3422 Henry, Philadelphia, Pa.

ALBERT H. MIKKELSEN, P
404 Hall, Perth Amboy, N.J.

ROBT. G. MILAM, N
Borger, Tex.

CLIFFORD J. MILBURN, B
6424 Ellis, Chicago, Ill.

CARLYLE E. MILLER, E
81 Lembeck, Jersey City, N.J., 15-2-45

JAS. R. MILLER, W
6714 Buckingham, Cincinnati, O., 27-9-44

JAS. T. MILLER, N
Shattuck, Okla., 13-9-44

LEO A. MILLER, R
606 S. 3rd, Norfolk, Neb., 13-7-44

RAY E. MILLER
138 Union, Elkhart, Ind.

RICHARD M. MILLER, P
Rt. 6, Stockton, Cal., 26-9-44

WILLIS L. MILLER, P
1704 E. 63rd, Los Angeles, Cal., 14-1-45

JAS. J. MILLET, CP
11121 Culver, Culver City, Cal., 8-3-45

LESLIE P. MILLS, BT
Altamont, Ill., 3-1-45

ALFRED MILONE, W
667 E. 232nd, New York, N.Y., 27-9-44

DON M. MITCHELL, P
R.F.D. 4, McPherson, Kan., 29-1-44

DONALD H. MOEDE, P
1401 G St., Lincoln, Neb.

EDWARD K. MOFFLY, P
16 W. Bells Mill Rd., Philadelphia, Pa.

JAS. J. MOLLOY, JR., B
Stilesville, Ind., 29-11-44

JOHN P. MONCURE, R
620 Stanford, Los Angeles, Cal., 26-11-44

EDWARD C. MONTGOMERY, R
82 Shenango, Greenville, Pa., 19-6-44

ROBT. L. MONTONDO, R
130 Dauphin, Lancaster, Pa., 13-6-44

GERALD E. MOORE, W
83 Fenton, Mogador, O., 17-1-44

LESLIE B. MOORE, BT
6 Worcester, Boston, Mass., 2-11-44

WILLARD MOORE, BT
604 N.E. 93rd Ave., Portland, Ore.

WM. L. MOORE, B
585 Boulevard PL, Atlanta, Ga., 28-2-45

WALTER L. MORENO, P
116 Oak, Santa Paula, Cal.

LEON R. MORGAN, P
Worland, Wyo.

KENNETH L. MORPHEW, E
Jackson, Minn., 8-4-45

J. E. MORRISON, G
R.F.D. 2, Forest City, N.C.

JAS. A. MORROW, E
3709 Highlawn, Columbia, S.C., 11-9-44

LEVI J. MORSE, W
Rt. 6, East Laketon,
Muskegon, Mich., 10-1-45

JAS. R. MUGRIDGE, R
463 W. Union, Somerset, Pa., 4-3-45

ROBT. M. MULGRE, R
8302 Lake, Cleveland, O., 11-9-44

RICHARD J. MULLANEY, W
144 Myrtle, Ponts, N.H., 28-3-45

GEO. MURASKY, W
39 E. Minnesota, Detroit, Mich., 12-9-44

GERALD C. MURPHY, R
344 Iglehart, St. Paul, Minn., 29-12-44

WM. H. MURPHY, BT
1716 E. Carpenter,
Springfield, Ill., 17-10-44

HAROLD E. MURRAY, BT
1600 Walnut, Cincinnati, O., 3-1-45

JAS. P. MYERS, JR., BT
1018 6th, Altoona, Pa., 14-3-45

ROBT. M. MYERS, BT
Boyer, W. Va., 6-6-44

JOHN MYTKO, E
370 W. 51st., New York, N.Y., 24-7-44

NORMAND G. NADEAU, R
107 Read, West Warwick, R.I., 24-2-45

WM. A. NEAGELE, B
6714 N. Ashland, Chicago, Ill.

S. F. NANASY, BT
1801 E. 34th, Lorain, O., 12-9-44

ALEXANDER NAZEMETZ
Ball Pl., South Plainfield, N.J., 17-3-45

JACK S. NEAL, N
1127 E. Main, Lexington, Ky.

LINDSAY J. NEAL, BT
216 Palmer, Mt. Pleasant, Mich., 17-1-45

CARL C. NEELY, E
Rt. 2, Chula, Mo., 2-12-44

RICHARD A. NESLINE, N
4418 S. Dakota, N.E.,
Washington, D.C., 3-1-45

NESTER NESSER, W
243 Baden, Rochester, N.Y., 11-9-44

JAMES C. NICHOLS, E
3734 Brown, Overland, Mo., 17-3-45

JORGEN N. NIELSEN, W
1732 Harrison, Beloit, Wis., 3-1-45

ROBT. E. NIETZ, B
236 Anthony, Bloomsburg, Pa., 3-9-44

RALPH A. NITE, N
2906 Alton Park,
Chattanooga, Tenn., 9-3-45

EDW. P. NOORDYK, P
256 Dewey, Totowa Borough, N.J., 7-6-44

JOHN S. NORTON, CP
R.F.D. 1, Sinking Springs, Pa., 2-10-44

LAWRENCE E. NUNNERY, TG
Rt. 1, Elizabethtown, N.C., 17-10-44

WM. M. OBERMAN, E
10326 Ave. J, Chicago, Ill., 9-9-44

NICHOLAS F. O'CONNER, E
235 Broad, Tonawanda, N.Y.

LAWRENCE V. OGLETREE, B
1027 Maple, Alva, Okla., 29-12-44

JOHN R. O'HARE, BT
714 56th, Brooklyn, N.Y., 28-3-45

WM. OHL, W
Mineral Ridge, O.

LOUIS C. OLIVER, W
Okeene, Okla., 29-12-44

JACK H. OLLER, CP
2554 S.E. 52nd, Portland, Ore.

MARVIN R. OLLHOFF, BT
522 E. King, Winona, Minn., 3-12-44

RICHARD J. O'NEIL, R
249 E. Second S., Price, Utah, 13-7-44

JOE J. ORENDORFF, B
831 Waterman,
San Bernardino, Cal., 5-4-45

HAROLD L. OSBAN
Rt. 2, Lakeland, Fla., 17-2-45

WM. F. O'SHEA, R
4131 49th, Sunnyside, L. I., N.Y., 26-2-45

ROBERT OSUNA, R
130 E. 55th, Los Angeles, Cal., 17-1-45

GEO. T. PAGE, E
1816 S. Meridian, Marion, Ind.

WAYNE E. PAGE, W
Rt. 2, Merced, Cal., 10-3-45

AUGUSTUS H. PAINE, N
512 N. Ashley, Valdosta, Ga.

ARTHUR J. PALLAS, W
368 Dolores, San Francisco, Cal.

ALEXANDER G. PARK, N
3975 8th, San Diego, Cal.

HOWARD L. PARRIS, W
50 Webster, Somerville, Mass., 27-9-44

JOHN L. PASSARINO, CP
505 N. 4th, Olean, N.Y., 25-7-44

SEYMOUR G. PASSEN, N
5940 N. Kedzie, Chicago, Ill., 24-3-45

HAROLD H. PATTERSON, E
218 S. Randall, Pasadena, Tex., 24-7-44

ANDREW C. PAULO, W
1936 Paulding, Bronx, N.Y., 4-3-45

GLEN H. PEAVY, CP
Sylacauga, Ala., 15-2-45

WM. M. PECHT, E
Milroy, Pa., 28-2-45

GEO. PENDLETON, N
5300 Newport, Chevy Chase, Md.

JOHN R. PENDLETON, W
2909 Montclair, Detroit, Mich.

JAS. T. PENNEY, W
517 W. 212nd, New York, N.Y.

THOS. E. PEPPER, R
Plant City, Fla., 17-2-45

EVIN L. PERDUE, N
942 S. Willett, Memphis, Tenn., 10-1-45

GONZALO A. PEREZ
2336 Veracruz, San Antonio, Tex.

VINCENT J. PEREZ, B
29 Suffolk, Worcester, Mass.

MARTIN J. PERNO, BT
725 S. California, Chicago, Ill., 11-9-44

NICHOLAS PEROVICH, TG
119 23rd, Sharpsburg, Pa., 4-3-45

GEO. L. PESLER, W
3184 W. 46th, Cleveland, O., 24-3-45

JAS. W. PETERS, B
3626 Market, Oakland, Cal., 21-1-45

WALTER R. PETERS, E
2836 N. Racine, Chicago, Ill., 10-3-45

WM. C. PETERS, CP
3907 Urban, Dallas, Tex., 24-3-45

GORDON H. PETERSON, N
623 Richmond, Joliet, Ill., 2-12-44

CLAIRE J. PHELAN, G
46 St. Commack, Islip, N.Y.

JOHN W. PHELAN, CP
727 Colorado, Butte, Mont.

ROBT. L. PHILLIPS, CP
183 W. Bond, Astoria, Ore.

DON L. PILGRIM
R.F.D. 1, Malad, Ida.

WM. W. PINSON, N
1501 Sweetbrier, Nashville, Tenn., 6-2-45

JACK POAGE, E
717 Kempley, Trenton, Mo., 17-7-44

ANDREW R. POZOS
2835 E. 118th, Cleveland, O., 28-3-45

FREDERICK A. PODSTAWSKI, W
422 Magnolia, Elizabeth, N.J.

THOS. E. PORCH, E
Alexander City, Ala., 26-11-44

CHAS. J. PORTER, TG
Castlewood, Va., 17-10-44

ETHAN A. PORTER, P
Peyton, Miss., 28-2-45

EDWIN E. POSTEL, R
3011 E. 77th, Kansas City, Mo., 21-7-44

CHAS. W. POTTS, R
1515 W. Clinch, Knoxville, Tenn., 6-1-45

GALE E. POWELL, TG
709 W. 24th, Cheyenne, Wyo., 24-3-45

JAY L. POWELL, CP
Linslaw, Ore., 17-3-45

ALBERT A. PRESTHOLDT, P
3444 N.E. 16th, Portland, Ore., 15-4-45

CHAS. J. PRICE, TG
215 Hartford, Dayton, O., 27-9-44

WALTER L. PROBST, R
5826 Broadway, Lancaster, N.Y.

H. G. PRYOR, B
139 1/2 Stevens, Highland Park, Mich.

ROBT. E. PRYOR, BT
2459 Carrollton, Indianapolis, Ind., 31-7-44

THOS. R. PUCKETT, TG
611 N. Polemares, Pomona, Cal., 8-9-44

HENRY J. QUILICI, CP
340 Velarde, Vica, Cal.

DEWEY W. QUINN, JR., W
Pelzer, S.C., 28-3-45

JAS. H. RADELIN, NG
Rt. 1, Allentown, Pa., 9-4-45

LEE M. RADEN, N
"Sans Ivy," Scotsforth Rd.,
Philadelphia, Pa., 14-3-45

WALTER R. RADKE, P
8818 N. Cedarburg,
Milwaukee, Wis., 3-1-45

MILVOY RADULOVICH, N
927 Faucett, Butte, Mont., 25-8-44

JOSEPH L. RAFF, W
Rt. 1, Grand Junction, Colo.

RALPH RALL, W
7123 69th, Glendale, L. I., N.Y., 6-10-44

GEO. A. RANDOM, R
90 Sharon, West Medford, Mass., 12-3-45

JAS. R. RANSOM, P
Cazenovia, N.Y., 19-9-44

RAYMOND J. RASMUSON, R
Ottosen, Ia., 4-3-45

ALEX R. RAU, TG
Rt. 1, Minatare, Neb., 10-1-45

GEO. W. RAY, N
3519 Arsenal, St. Louis, Mo., 16-11-44

RAYMOND C. REDDY, W
40-5 12th, Long Island City, N.Y., 10-3-45

CALVIN F. REED, W
Lorenzo, Ida., 15-4-45

WM. O. REETZ, E
4819 Stephens, Mt. Clemens, Mich., 25-9-44

THOS. J. REILLY, P
106 Enola, Enola, Pa.

WM. L. RENEAU, W
35 Hilldale, Biltmore, N.C., 5-6-44

MICHAEL V. REPOLE, N
110 N. 9th, Newark, N.J., 15-4-45

DAVID C. REYNOLDS, R
22 Beech, Pottstown, Pa., 15-4-45

GEO. L. RHOADES, N
Rt. 1, Emlenton, Pa., 26-1-44

DONALD C. RICE, P
204 S. Huron, Columbus, O., 17-7-44

BRUCE A. RICHARDSON, TG
Bruce Ave., Mt. Washington,
Cincinnati, O., 10-11-44

ALBERT E. RICHMOND, B
Munday, Tex., 9-3-45

JOS. P. RICHER, P
224 W. Water, Lansford, Pa., 27-12-44

OSCAR A. RILEY, JR., W
1528 N. Main, Pocatello, Ida., 3-9-44

OWEN D. ROANE, P
101 Easy, Valley View, Tex.

LAWRENCE A. ROBBINS, W
233 Elm, Amesbury, Mass., 4-6-44

DAVID R. ROBB, G
1714 N. Marston,
Philadelphia, Pa., 2-21-44

AUSTIN B. ROBERTS, W
Ordance, Ore., 21-7-44

CYRIL A. ROBERTS, N
3346 Neisth, Portland, Ore., 26-11-44

FRANK W. ROBERTS, N
823 N. 11th, Albuquerque, N.M.

GEO. J. ROBERTS, CP
740 S. Margrave, Fort Scott, Kan., 22-2-45

DANIEL A. ROBERTSON, W
298 W. Chansler, Richmond, Cal., 28-2-45

FRED W. ROBERTSON, N
3350 Clara, St. Louis, Mo.

RAY H. ROBINSON, G
715 N. 4th, Arkansas City, Kan.

ERNEST M. ROBISON, B
1630 Rose Villa, Pasadena, Cal., 17-10-44

JOS. E. ROBSTOCK, TG
1011 Congress, Fairfield, Conn., 3-9-44

JAS. T. ROCHEFORD, E
4119 Pillsbury S.,
Minneapolis, Minn., 27-9-44

CURTIS W. ROCKHILL
Hartville, O.

JACK RODEMICH, R
1215 Harvard, Toledo, O., 12-6-44

RAMON RODRIGUEZ, BT
930 S. 8th, Tucson, Ariz., 29-7-44

LESLIE R. ROEDIGER, P
Fair Oaks, Cal., 9-11-44

CARL H. ROESEL, N
3014-A S. Jefferson, St. Louis, Mo., 30-3-45

ALBERT E. ROGAHN, E
Bunker Hill, Kan., 17-10-44

BENJAMIN T. ROGERS, W
Rt. 1, Collins, Ga., 5-1-45

EDWARD C. ROGERS
862 Macon, Brooklyn, N.Y., 13-7-44

LOUIS R. ROMEO, CP
132½ Suydam, Brooklyn, N.Y., 25-9-44

HENRY ROSINE, P
Rt. 2, St. Joseph, Mich., 24-7-44

PAUL A. ROSS, E
2933 Washington,
Huntington, W. Va., 26-11-44

GERALD K. ROWE, R
225 W. Follett, Fond du Lac, Wis., 17-7-44

HARVEY J. ROWLAND, P
408 E. Huron, Vassar, Mich., 8-9-44

FRANCIS H. ROWLEY, W
195 Middlesex, Brookline, Mass., 18-4-45

EDMUND M. ROZMENOSKI, W
Rt. 2, Wausau, Wis., 14-4-45

MURRAY RUBINFELD, R
1439 West Ave., New York, N.Y.

JESSE RUFFNER, CP
Rt. 2, Latrobe, Pa., 17-10-44

HAROLD A. RUNDQUIST, R
4421 Kenton, Chicago, Ill.

MAX RUSS, BT
Rt. 1, Converse, Tex.

JAS. R. RUSSELL, E
Sardia, Tex., 21-7-44

STANLEY RUSSELL, N
350 W. 57th, New York, N.Y., 5-1-45

WM. J. RUSSELL, W
Rt. 1, Oak Ridge, N.J., 18-10-44

ADAM E. RUTKOWSKI, R
46 Steward, Trenton, N.J.

WM. A. RYAN, JR., P
425 E. 14th, Ada, Okla., 3-9-44

JAS. M. RYKEN, E
1014 Pomona, Albany, Cal., 24-3-45

WM. D. SAJONC, CP
102 Shelter, Rochester, N.Y., 6-10-44

PAUL J. SATTTLER, E
128 S. Wahsath,
Colorado Springs, Colo., 29-7-44

ROBT. H. SATTTLER, CP
2131 Union, Lafayette, Ind.

RICHARD D. SCHAD, TG
4513 Pershing, Fort Worth, Tex., 4-6-44

FREDERICK H. SCHAFFHAUSER, P
32 Plainfield, Metuchen, N.J., 30-10-44

EDWARD B. SCHEIPERS, JR., N
82 Bailey, Lawrence, Mass., 14-4-45

FREDERICK H. SCHMIDT, B
516 Daughtridge, Raleigh, N.C., 10-1-45

LUDWIG J. SCHMIDT, B
1912 W. 45th, Cleveland, O., 12-9-44

EMMETT P. SCHMITT, R
Rt. 3, Streator, Ill., 25-9-44

DANIEL L. SCHMUCKER, N
5701 Willow, New Orleans, La.

M. SCHRIER, TG
Margaretville, N.Y.

JAS. E. SCHWANK, P
1333 Birch, Reading, Pa., 21-7-44

CHAS. F. SCHWARK, R
Rt. 1, Saginaw, Tex., 27-9-44

LEON SCHWARTZ, N
4270 Rosslyn, Los Angeles, Cal., 19-2-45

WALTER G. SCOTT, CP
1749 E. 31st, Brooklyn, N.Y., 14-4-45

CLAYTON M. SEAMAN, R
129 Church, Poughkeepsie, N.Y., 3-4-45

JAS. S. SEAMANS, P
837 Harrison, Scranton, Pa., 26-11-44

NORMAN W. SEEGREN, CP
6442 N. Tahman, Chicago, Ill., 18-4-45

HENRY A. SEES, B
2423 42nd N.W., Canton, O.

CHAS. C. SEGREST, JR., W
Arkansas Pass, Tex., 25-7-44

DUNCAN R. SHAND, P
Rt. 4, Puyallup, Wash.

WM. A. SHANNON, B
Danville, Ky., 10-1-45

SHERWOOD G. SHARP, W
1228 Holladay, Portsmouth, Va., 10-11-44

MARION J. SHELDON, W
114 W. Tyndall, Aurora, Md.

WM. D. SHERIDAN, N
680 E. 235th, Bronx, N.Y.

HAROLD H. SHERRARD, P
High Springs, Fla., 10-3-45

WALTER B. SHIPMAN, TG
1066 E. 6th, San Bernardino, Cal., 12-10-44

CHAS. G. SHIVELY, B
39 Walnut, Cincinnati, O., 27-9-44

ROBT. J. SHOENS, P
21564 Gregory, Dearborn, Mich.

JACK L. SHOPE, TG
113 E. Pleasant, Springfield, O., 26-7-44

KENNETH O. SHREWSBURY, N
1416 Shroyer, Dayton, O., 10-11-44

ORVAL M. SIEFERS, NG
Wilson, Kan., 15-4-45

BERNARD G. SIEGEL, W
1040 Barrett, Cleveland, O.

EDWARD R. SILVERSTONE, BT
6418 N. Francisco, Chicago, Ill.

EDW. J. SIMMONS, P
1926 Walton, Bronx, N.Y., 25-9-44

JAS. L. SIMMONS, G
710 W. 5th, Johnston City, Ill.

STANLEY H. SINGPIEL, TG
1502 Jones, Sioux City, Ia., 2-11-44

ALBERT SKAAR, CP
Skaar, N.D., 25-7-44

CHAS. J. SLAGHT, BT
8 N. 50th, Philadelphia, Pa., 11-8-44

ANTHONY D. SLATINSKY, CP
1960 Palms, Detroit, Mich., 29-7-44

LOYAL E. SLOAN, JR., BT
1412 Washington,
Fort Worth, Tex., 27-9-44

JOHN W. SLEVIN, B
2228 Raymonds, New York, N.Y.

HUGH A. SMALLWOOD, E
4 Piedmont, Commerce, Ga.

RONALD E. SMEALL
626 Dundoff, Dickson City, Pa.

FORREST G. SMITH, E
26 W. 33rd, Rieffton,
Berks Co., Pa., 25-8-44

FREDRICK G. SMITH, CP
3812 Columbus, Detroit, Mich., 21-1-45

JAS. H. SMITH, W
Gilbertown, Ala., 20-1-45

WILEY SMITH, CP
Liberty, Tex., 17-2-45

WM. J. SMITH, W
Hunt-Bay Blvd.,
Halseite, L. I., N.Y., 20-7-44

RHEUBIN L. SOUTH, B
423 S. Maw, Portales, N.M.

WENDYL SOWL, W
3482 W. 118th, Cleveland, O.

RAYMOND W. SPAHR, N
168 York, Gettysburg, Pa., 3-10-44

ASA J. SPENGLER, R
Rt. 1, Williamsfield, O., 5-6-44

MICHAEL W. SPILLER, N
611 Pulliam, Del Rio, Tex., 25-7-44

KEITH R. SPRAGUE, P
Rt. 1, Lindsay, Cal.

CHAS. C. SPRAGUE, BT
Ukiah, Ore.

JAS. G. SPRINGER, E
712 St. James, Evansville, Ind., 17-10-44

PAUL L. SPRUGEON, P
1208 N.W. 44th, Oklahoma City, Okla.

ROBT. A. STACHEL, TG
20124 Spencer, Detroit, Mich., 29-7-44

JOHN L. STACHOWIAK, NG
29 W. Washington, Nanticoke, Pa., 11-8-45

JAS. L. STAFFORD, TG
Cisco, Tex., 11-12-44

ANDY STANKOVICH, W
2803 Indian Mound, Norwood, O., 25-7-44

CHAS. S. STAPLETON, CP
347 Fortification, Jackson, Miss., 27-5-44

WM. E. STEIN, W
1334 E. 112th, Cleveland, O., 31-7-44

WM. A. STEWART, B
2816 C St., Sacramento, Cal., 9-9-44

ARTHUR C. STIPE, CP
920 Wall, Bend, Ore.

MILTON A. STOCKTON, N
2533 Gen. Pershing,
New Orleans, La., 24-7-44

WALTER A. STONE, BT
East Westmoreland, N.H., 2-3-45

JACK J. STRANG
600 17th, Munhall, Pa.,

JOS. L. STRAUS, B
5426 E. View Park, Chicago, Ill., 20-4-45

CHAS. V. STREED, P
405 W. Doran, Glendale, Cal., 10-11-44

HERMAN F. STREICH, P
1035 45th, Brooklyn, N.Y., 17-2-45

ROGER O. STROBLE, BT
455 W. Maryland, Sebring, O.

ROBT. A. STUART, E
1407 S. 9th, Paducah, Ky.

HENRY R. SUBLETT, TG
Paducah, Tex., 8-3-45

WARD J. SULLIVAN, W
11 Truland, Laconia, N.H., 14-6-44

JACK R. SWARTOUT, P
3491 20th, San Francisco, Cal., 24-5-44

MICHAEL E. SWEENEY, R
1105 Pleasant, Worcester, Mass., 19-3-45

GILMAN H. SYLVESTER, R
Charlestown, N.H., 3-1-45

ORTON H. SYMER, JR., CP
168 Woodlawn, Depew, N.Y., 9-9-44

EARL L. SYMES, E
Wright City, Mo.

G. E. SYMINGTON, BT
Neche, N.D., 26-8-44

STEVEN M. SZEKELY, E
1715 Orianna, Philadelphia, Pa., 24-7-44

LOUIS J. SZENTOMASKY, R
424 E. 77th, New York, N.Y., 6-10-44

JOHN A. TAGGART, W
1262 S. 50th, Philadelphia, Pa., 9-9-44

ELMER F. TALBERT, CP
222 Eden, Indianapolis, Ind., 21-7-44

EDW. O. TALMADGE, P
816 S. Boulevard, Petersburg, Va., 24-2-45

EDWARD J. TATRO, TG
1206 Jackson, Joliet, Ill., 26-11-44

THOS. D. TAYLOR, CP
Canisteo, N.Y., 26-9-44

WM. R. TAYLOR, TG
3713 N.E. 13th, Portland, Ore., 8-4-45

WINFRED L. TEE
Latah, Wash.

LOUIS TEKEL, BT
7 Lawrence, Spring Valley, N.Y., 12-6-44

HARRY TENNENBAUM, N
174 Baden, Rochester, N.Y., 14-1-45

WM. F. TERMINELLO, JR., P
2223 10th, Lubbock, Tex., 10-9-44

VERNON L. TERRELL, E
Rt. 1, Pretiss, Miss., 3-10-44

FREDERICK H. THEESFELD, B
323 Vermont, Irvington, N.J., 7-3-45

FRED THEOBALD, W
3510 Scranton, Beaumont, Tex.

ROBT. A. THIBODEAU, R
114 Swan Rd. S.E.,
Washington, D.C., 5-1-45

WM. H. THOMAS, P
409 Washington, Cambridge, Md., 29-5-44

FLOYD E. THOMASSON
Rt. 2, Hugo, Okla., 8-3-45

DELBERT L. THOMPSON, P
3611 Portland, Portland, Ore., 24-3-45

DONALD L. THOMPSON, N
1149 Hawthorne, Waterloo, Ia., 3-8-44

D. THOMPSON, E
R.F.D. 4, Whiteville, N.C.

HARRY M. THOMPSON, B
232 Kelsey, Salt Lake City, Utah, 21-3-45

LESLIE M. THOMPSON, R
1103 N. Water, Milwaukee, Wis., 17-7-44

HAROLD TIAHRT, P
612 N. Harvard, Burbank, Cal., 14-8-44

WM. H. TITLEY, B
31 Bryant, Springfield, N.J., 29-1-44

MERRILL W. TOBUREN, N
1503 Fairchild, Manhattan, Kan., 21-1-45

GEO. W. TOLBERT, N
Brownville, N.Y., 6-10-44

JOHN TOMASZEWSKI, TG
913 S. Chapin, South Bend, Ind., 6-10-44

CLARENCE R. TOMB, R
394 Avon, Upper Darby, Pa.

ROLAND E. TORNQUIST, N
511 S. Mulberry, Eastland, Tex., 12-10-44

JOHN R. TOWNSEND, N
3302 Palmira, Tampa, Fla.

JOS. TRAPNELL, P
525 E. 89th., New York, N.Y., 25-12-44

ALANSON M. TRIGG, TG
210 College, Glasgow, Ky., 20-7-44

HOMER A. TRIPP, CP
171 W. Broad, Westerly, R.I.

PHILIP K. TROETSCHER, TG
345 Camfield, Pittsburgh, Pa., 25-7-44

G. R. TRUNKETT, R
52 Elm, Waltham, Mass., 24-7-44

FRANCIS J. TRUSCOTT, R
El Dorado County, Cal., 25-9-44

GUY M. TUCCERO, E
66 Hammond, Waltham, Mass.

JAS. R. TUKESBREY, W
409 S. 8th, Penca City, Tex.

WM. G. TUNNESSEN, W
596 W. Maple, Hazleton, Pa., 8-4-45

EMMETT B. TURNER, CP
Stratford, Tex., 28-2-45

GEO. W. TUSSING, CP
Piggott, Ark., 27-12-44

LEROY C. VALENZA, E
96 Grand, Newark, N.J., 14-4-45

FRANK E. VALESH, P
2017 Dayton, St. Paul, Minn., 24-7-44

FRANK VANDERGRIF, N
631 E. Terrace,
Chattanooga, Tenn., 17-2-45

LOREN C. VAN STEENIS, P
University Park, Ia., 25-5-44

RAYMOND F. VAUGHAN, N
4140 S.E. Lincoln, Portland, Ore., 2-10-44

CLAUDE W. VAUGHN, B
166 Watkins, Spartanburg, S.C., 16-11-44

HARRY C. VAUGHN, W
Guntersville, Ala., 18-7-44

WM. S. VAUGHN, TG
1208 S. Wewoka, Wewoka, Okla., 14-4-45

JOHN VERBOVSKI, E
112 Hayward Pl., Wallington, N.J.

GUSTAV A. VERDAL, B
1019 N. Ruth, Sandpoint, Ida., 12-12-44

TONY L. VERDUSCO, R
1633 Walnut, Los Nietos, Cal.

GIFFORD D. VIETH, R
2412 Harrison, Davenport, Ia., 10-3-45

ALBERT J. VILTRO, BT
Rt. 2, Steubenville, O., 5-1-45

CHAS. J. VOGEL, W
2344 Bayless Pl., St. Paul, Minn., 29-12-44

FRANK W. VOLK
Reedsville, W.Va., 14-4-45

EDW. A. VOLLMER, TG
2211 N. Palethorp, Philadelphia, Pa.

OLIVER E. WAINIO, E
Rt. 1, Hurley, Wis., 17-1-45

FRANCIS J. WALDMAN, N
2845 Chesterfield, Baltimore, Md., 19-9-44

WARREN H. WAKEFIELD, R
Staunton, Ind., 17-7-44

D. E. WALKER, G
626 Hayes, Gary, Ind.

WM. R. WALKER, N
2716 Pittsburgh, Fort Wayne, Ind., 24-3-45

ROBT. K. WALSH, B
1206 Gaylord, Denver, Colo., 28-2-45

HENRY F. WALTERS, W
Park Station, Waynesboro, Va., 18-12-44

JOHN H. WALTERS, E
83 Fremont, Gloversville, N.Y.

JOS. M. WALTERS, W
1173 18th S., Birmingham, Ala., 16-11-44

JOY G. WARD, WG
Rt. 1, Blanco, Tex., 3-3-45

RALPH O. WARD
338 Center, Salamanca, N.Y.

VIRGIL H. WARDERS, W
Blue Rapids, Kan.

LEO WARGIN, BT
8640 Exchange, Chicago, Ill., 25-9-44

WALTER E. WARNER, B
659 Thompson, Bound Brook, N.J., 23-1-45

YANDELL S. WARREN, CP
Benton, Miss., 25-2-44

ALVY L. WASHINGTON, W
525 Edison, Artesia, Cal., 9-11-44

JOSEPH WASTART, TG
Downers Grove, Ill., 3-3-45

CHAS. R. WAYMAN, B
Cornell, Ill.

GUY R. WEAVER, W
Rt. 60, Rainelle, W.Va., 26-2-45

LLOYD H. WEAVER, R
4014 Melbourne, Houston, Tex., 21-7-44

CHAS. H. WEBER, R
Elkton, S.D., 3-2-45

WM. G. WEEKS, BT
410 E. 12th, Newton, Ia., 15-3-45

CHAS. E. WEHNER, W
Rocky Ridge, O., 17-7-44

EUGENE R. WELLS, W
64 N. Main, Angola, N.Y., 12-12-44

ALFRED L. WENZEL
2848 N. Rockwell, Chicago, Ill., 17-3-45

WARREN R. WEST, E
Arrada, Colo., 29-12-44

ELMER G. WESALA, CP
1681 Laurium, Calumet, Mich., 25-2-45

WILBERT H. WEWELER, R
3428 Lincoln, Covington, Ky., 14-8-44

WM. C. WHEELER, W
Brick Church Rd., Enola, Pa., 27-9-44

PATRICK B. WHELEHAN, R
470 S. Ave., Rochester, N.Y., 29-1-45

D. L. WHITE, B
North Port, Ala., 12-9-44

WM. F. WHITE, BT
7109 S.E. Woodstock,
Portland, Ore., 5-1-45

WM. J. WHITE, R
465 Atlantic, Long Branch, N.J., 10-11-44

KENNETH G. WHITNEY, W
Rt. 1, Potlatch, Ida., 5-11-44

ARTHUR F. WHITTEN, E
Rt. 3, Vandalia, Ill., 25-9-44

ROBIN J. WHYBROW, E
1271 10th, San Francisco, Cal., 16-4-45

TOM J. WICH, TG
1226 E. Portland, Phoenix, Ariz., 12-9-44

LEONARD A. WICKENS, N
Rt. 3, Rockford, Ill.

EARL R. WILBUR, TG
172 Shaw, Lowell, Mass., 19-6-44

DONALD D. WILCOX, W
1908 Douglas, Eldorado, Ill., 17-10-44

JACK E. WILD, N
1507 W. Kirby, Detroit, Mich.

ALBERT F. WILK, R
1012 Johnston, Philadelphia, Pa., 2-3-45

G. J. WILL, BT
735 N. Pierce, Delphos, O., 4-4-44

EARL E. WILLIAMS, W
110½ N. Madison, Peoria, Ill., 31-12-44

EARL R. WILLIAMS, CP
326 N. 18th, Phoenix, Ariz.

HOWARD O. WILLIAMS, TG
Rt. 1, Sebastopol, Cal., 24-7-44

GUNNAR WILLIAMSON, E
Rt. 1, Two Harbors, Minn., 20-7-44

WINFRED C. WILLIAMS, BT
Reynolds Bridge,
Thomaston, Conn., 17-10-44

THOS. D. WILLIAMS, B
1917 E. 30th, Baltimore, Md., 6-10-44

JOHN H. WILLIAMS, P
838 Winton, Macon, Ga., 5-4-45

JOHN J. WILLIAMSON, CP
6 Bromfield, Quincy, Mass., 27-9-44

MAJOR WILLIAMSON, JR., NG
623 Branch, Rocky Mount, N.C., 14-4-45

ALBERT M. WILLOUGHBY, P
Union Point, Ga., 9-3-45

BAXTER Z. WILSON, BT
Rt. 3, Greenbrier, Ark., 24-3-45

HARCE H. WILSON, E
Broken Arrow, Okla., 29-11-44

RAYMOND L. WILSON
Oceanside, Cal., 17-3-45

WILLIAM J. WILSON, JR., P
408 Carolina, Wilmington, N.C., 17-3-45

WM. R. WILSON, E
204 Liberty, Rock Spring, Wyo.

WM. V. WILSON, CP
Hawley, Minn., 31-3-45

GEO. A. WINDISCH, TG
Louisburg, Kan., 3-2-45

THOS. F. WINKLE, E
221 6th, Winchester, Ind., 3-4-45

GORDON WINKLER, W
3114 Clybourn, Chicago, Ill., 24-7-44

CHAS. E. WINTERS, W
1407 S. High, Columbia, Tenn., 18-12-44

PAUL R. WINTERS, B
31 Hammond, Belmont, Mass.

MARVIN M. WISOTSKY, TG
12015 N. Martindale, Detroit, Mich.

WM. L. WIXOM, BT
Rt. 1, Keokuk, Ia., 10-11-44

ROBT. WOJKOVICH, N
1719 Hayes, Gary, Ind., 11-3-45

CARROLL W. WOLDT, P
Rutland, S.D., 18-6-44

EDGAR W. WOLF, P
2584 Emerald, Eugene, Ore., 29-7-44

ROBT. L. WOLF, R
1518 Courtney, Los Angeles, Cal., 17-3-45

WM. S. WOLFSTEIN
3990 Beechwood, Cincinnati, O.

DAVID E. WOOD, P
250 N. Main, Concord, N.H., 14-4-45

JAMES H. WOOD, B
202 Lebanon, Campbellsville, Ky., 12-10-44

VINCENT J. WOOD, R
465 Cary, Staten Island, N.Y., 7-6-44

HENRY W. WOODALL, P
610 Johnstone,
Sault Ste. Marie, Mich., 27-8-44

JAS. R. WOOTEN, B
Finney, Ky., 9-3-45

DOUGLAS N. WRIGHT, TG
Austin, Nev., 8-4-45

WILLIAM W. WRIGHT, W
Rt. 2, Opelcha, Ala.

JOS. J. YANUSHIS, W
218 Battle, Exeter, Pa., 6-10-44

STANLEY W. YATES, B
Clyde, Ark., 7-1-45

HAROLD YATT, R
1925 Dukeland, Baltimore, Md., 10-11-44

ALISTAIR A. YOUNG, TG
4453 Perry, Denver, Colo., 19-9-44

DORCELL YOUNG, TG
1402 Brady, Brownwood, Tex., 5-1-45

JOHN G. YUHAS, W
20830 Tracy, Euclid, O., 5-1-45

ERNEST ZAPF, P
5309 S.E. Long, Portland, Ore., 12-6-44

MLADDEN D. ZECK, N
Rt. 1, Warren, O., 28-2-45

ARTHUR R. ZEMSKE, B
604 High, Oshkosh, Wis., 6-4-45

EDWART T. ZIEMBA, BT
2707 S. Christiana, Chicago, Ill., 20-1-45

GEO. G. ZIGENIS, BT
718 E. 15th, Oakland, Cal., 27-9-44

LOUIS ZUPAN, TG
517 E. 25th, Paterson, N.J., 10-1-45

Many 100th men stood ceremoniously as do these by group Hq's to receive medals, seen atop the blanket-draped table. Here, the M.P.'s are inspected—and a G.I. looks on.





Smoke bombs like telltale pencil streaks guide 100th's bombs in the upper photo.

Russia-shuttle lead crew, top left, with Pendleton, Robertson, Clark, on wing, and Jeffrey, Dishion, Bowman, other crewmen. Below, tense D-Day crews at briefing—the doomed Gustafson, strap on shoulder, behind Bennett; Eichen crew, third row, etc.



Germany Via Alps ★ A Mission "Takes Off"



Forming Over England ★ Reeder's Old Ship



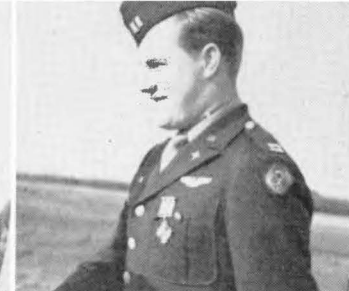


Top, Van Noy, left, and a Harding-Armanini handshake; center, Claytor, and Blakely at controls; bottom, Crosby strides from a ship, after navigating group on a raid, and the mascot Chloe, flown from Africa by Roane, adds pensive touch.

Top, Meikeljohn, Hamilton, Walsh, and Briggs, tail gunner, lost with Calder; center, Furrer, by propellor, thanks fighter pilot who escorted crew back, and Treuchtlingen strike photo, showing 100th's bombs on railroads; bottom, "props" torn from Rosenthal's ship on Berlin raid, and Ricker with baby shoes.



John Giles.



From left, Stropp, Gorski, Tom Barrett.



Lead Pilots Raiford, Spurgeon, Emberson.



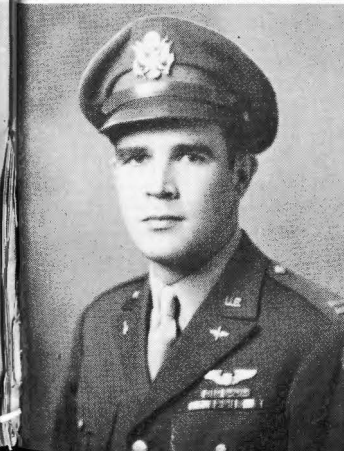
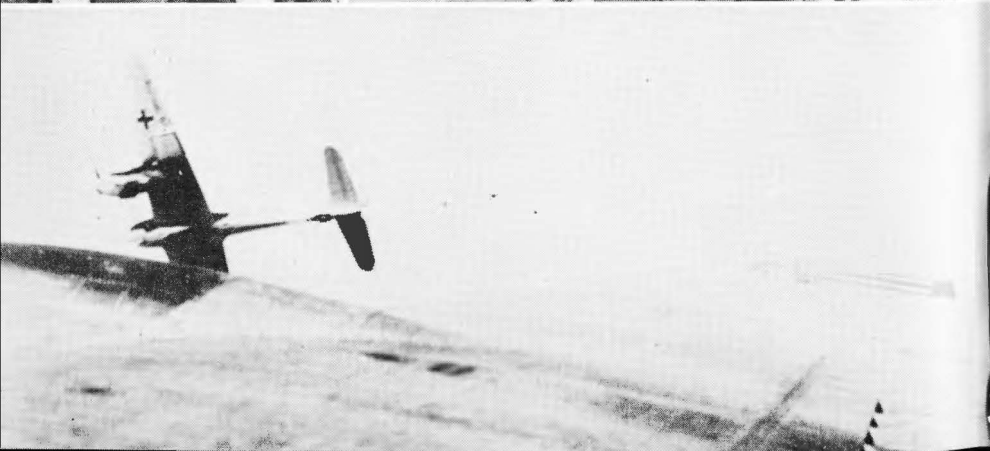
Brown, Cruver and the Weatherman, Becker.



John Dodrill, Navigators "Klink," Davis.

Radioman Edmonston, in hole made by Magdeburg jets; Gunner Ross, and cartridge belt.

Rojohn, Hamburg piggy-back pilot, top, and Gwin pointing to enemy shell hit; center, Pilot Morin, Gunners Goff, Liggett, show how to shoot down enemy; bottom, enemy plane with Luftwaffe cross, by Fortress wing during a battle.

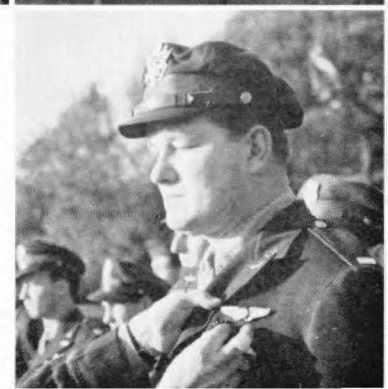


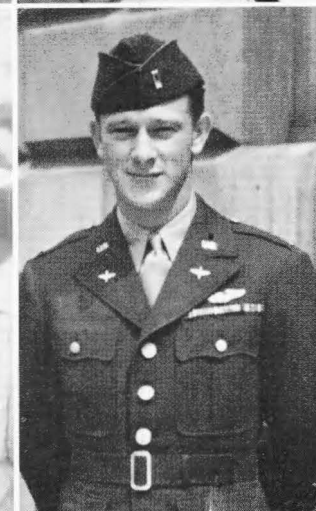
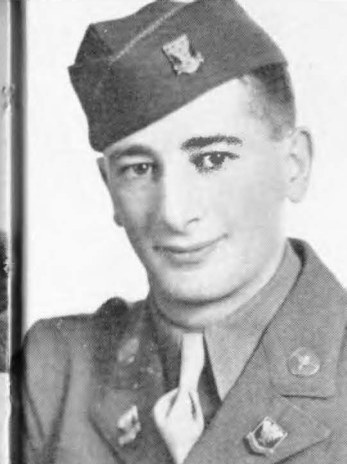
Grimly medics aid a wounded gunner; and counterclockwise, four lead pilots are Phil Scott, Smith with old Dutch shoes, Dunlap, and Barr, 100th "original"; Gunner Kowalski, forced to bail out in France from Fortress shot up on a raid.



Left panel from top, Pilots Elton, Granack, Lautenschlager, Bombardier Cotter; top right, March 4 post-mission scene of Stearns, in helmet, who shot down first German at Berlin; below, Chadwick, and Swartout, by his old ship, "Skipper."

Right panel from top, Navigator Anderson, Distelrath, a gunner; Col. Sutterlin, "Big Pete"; top left, wounded man lifted on stretcher; below, Wallace, 100th's C.O. after V-E, Calder, killed by jets, on one of war's last raids, over Germany.



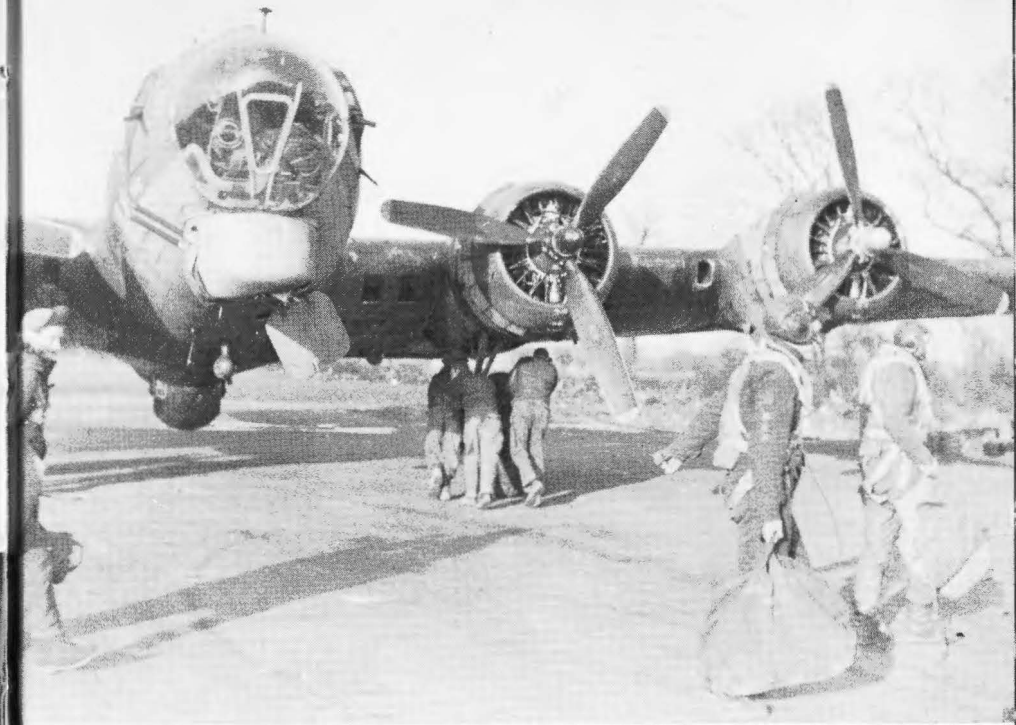


"Handlebar Hank" (or "Hairless Joe") Lyster talks with other former 350th C.O.'s, Cleven, with jacket open, and "Rosie," at top left; below, Townsend, and Tong; panel at right, from top, are Goethel, Pilot McKeague, and Leo Kimball.



Schrier, Rovegno, in an open shirt, and Sparky Meyers are in left vertical panel, and top center is Penman, and below, Radtke, in blouse; at right, Don Ventriess, group bombardier, at top, Lauro, in center, and Reeder, at bottom, killed in a crash.

D-Day raiders Rake, Mishler climb in hatch; Bennett and "Jeff," in gear, shake, and right, from top, McNally, Bubbles Payne by a "prop," and Dishion. On opposite page, "Fever Beaver" on a mission return; Raiford's flak-damaged ship.



Blankets hide all but his legs, here, so far from home, as one man is carried away dead; another is lifted alive from out of his ship. On the opposite page, the Cambridge Cemetery, where some 100th men lie, as viewed through an archway.



Damage from a bomb that fell from another Fort into a tail is shown, upper left; below, a many-missioned ship, and at right, 100th bombs on Kaiserslautern. On opposite page, the 100th's contrails in Germany; winter scene, snow-mantled B-17.





The Munster survivor, above, and a crash at home base. On opposite page, fair weather and foul, the 100th as it is Reich-bound. Back page, where 100th hit Berlin, Feb. 3, '45.

