

Pathfinder

The 459th

PUBLISHED TO COMMEMORATE OUR FIRST TWO HUNDRED MISSIONS

Vol. 1 - No. 1, SUNDAY, FEBRUARY 27, 1945

15th AIR FORCE IN ITALY

Veteran Liberator Group Completes 200th Mission

459th Awarded Distinguished Unit Citation

Records Perfect Bombing At Bad Voslau Despite Fighters

«By the determination, outstanding professional skill, and heroic courage of the combat crews, together with the superior technical skill and devotion to duty of the ground personnel, the 459th Bombardment Group has rendered an invaluable contribution to the allied war effort, thereby reflecting great credit on themselves and the armed forces of the United States.»

G. C. Marshall
Chief of Staff

For the April 23, bombing of Bad Voslau, an enemy airfield and aircraft assembly plant located in the heart of German-held Austria, in which they showed «outstanding performance of duty and extraordinary heroism» the 459th Bomb Group, then commanded by Col. Marden M. Munn, Detroit, Mich., recently received the Distinguished Unit citation.

Located between Vienna and Winer-Neustadt, Bad Voslau was prior to the bombing received at the hands of the 459th, capable of turning out 100 or more ME109's per month. At the time it was one of the four remaining targets of primary importance to the existence of the Luftwaffe.

«The raid was the finest example of precision bombing by Liberators. Intense flak and fifty enemy fighters couldn't save the main buildings.» New York Sunday News.

Although the nation's press has circulated over 50 million copies of Bad Voslau bombing pictures; the story behind the
(continued on page 3)

Uncomfortable? Move To Rome

According to a Lieutenant stationed with this Group, his mother stays right up to date on most subjects, but details of geography and current history are not included in that category.

Excerpt from a letter to her son: «...Of course I don't know where you are staying in Italy but when we were there some years ago we enjoyed the Hotel Continental in Rome very much, so if you are not comfortable where you are, I suggest you try to get accommodations there.»

HOW WAS IT? ROUGH!



Col. H. K. Mooney, New Orleans, La., congratulates Maj. J. M. Jolissaint, Baton Rouge, La., upon the successful completion of the 200th mission.

Gunner Bags Night Fighter; First From 15th "Heavy"

Lone B-24 Repels Twelve Attacking Fighters Near Salzburg, Germany

With the explosion of one out of twelve enemy fighters that attacked his lone B-24 on a night mission near Salzburg, Germany, S/Sgt. Walter H. Green, 22 year old, tail gunner of Little Rock, Ark., became the first aerial gunner in the Fifteenth Air Force to down an enemy night fighter from a heavy bomber.

Although Green was officially credited with the destruction of the plane, S/Sgt. Geoffrey L. Holloway, 27, of San Diego, Calif., waist gunner, received credit with an assist from fellow crew members.

In telling his story to intelligence officers, Green told of twelve enemy aircraft, later identified as ME 109's and FW 190's, that attacked another bomber (identified as a B-17) which was flying a parallel course several miles ahead of
(continued on page 3)

Credits Possible For Students In Off Duty School

In preparation for the post war program for higher education for war veterans, the 459th Bomb Group inaugurated a school program February 8 by which enlisted men and officers may study any one or more of twelve popularly requested subjects which will lead to award of high school credits. In this way men will be able to make up missing high school credits and be better prepared to continue their education in college after the war.

Enrollment in all courses has been between 350 and 450 since the program was started and is expected to increase weekly. Courses are designed to be no
(continued on page 14)

Maj. Jolissaint, 759th C.O., Leads Augsburg raid

Seventy-two tons of high explosives bursting in the industrial area near Augsburg (Germany) Marshalling Yard, highlighted the 200th mission for the 459th Bomb Group commanded by Col. H. K. Mooney, New Orleans, La., climaxing nearly a year of operation in this theatre.

Leading the B-24 heavy bombers was Major John M. Jolissaint, 28 year old commanding officer of the 759th, a native of Baton Rouge, La.

With smoke and haze covering the target, 1st Lieut. Timothy J. Leahy, lead bombardier went into the bomb run on instruments and dropped his bombs without difficulty.

According to latest reports, bombs from the 459th planes formed a good pattern and produced the best results of all groups in the wing.

Combat Crews Now Receive More Training

New Crews Given Extensive Refresher Courses

With an eye toward the further safeguarding of crew members and their planes from accidents, the 459th Bomb Group has recently completed a set-up whereby all new crews assigned to the Group will undergo one week of extensive refresher courses and phase checks similar to those in RTU and added lectures on problems and difficulties to be met on the ground and in the air and how they may best be avoided and overcome.

Upon the completion of this first week, the new crews will fall in with the weekly training schedule set up for all flying personnel during their entire tour of duty. These courses are designed to keep the flyer posted on the latest improvements and developments in his equipment and keep him in direct contact with his particular equipment and duties.

The orientation week for new
(continued on page 7)

Bond Purchases

Members of the 459th Bomb Group have, in the year which they have been overseas, purchased a total of 155,000 dollars worth of war bonds. Orderly rooms report this figure is not accurate because daily increases are being made by men in their respective squadrons in war bond allotments.

A cameraman, flying in the box reported that he saw bombs striking through the undercast and strike a large factory installation to the right of the marshalling yard.

Photo reconnaissance showed that in two minutes time a large portion of the Maschinenfabrick Augsburg-Nurnberg machine works had been completely wiped out by the 459th bombers. A large workshop in the western section received direct hits as well as both large and small shops in the central area. A near miss landed between a forge shop and a large condenser house with an estimated great probable damage to both, while other hits were seen in the area near a large power plant.

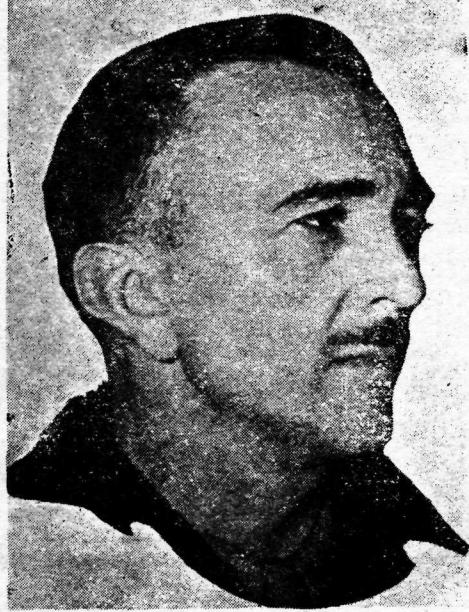
The target is located on the main line double track railway that runs Germany's industrial section to the Italian and Hungarian fronts.

(continued on page 16)

Dead Stick Landing Made By Pilot Here

One of the rarest feats in flying, landing a B-24 with all four engines dead, was accomplished here by Lt. Thomas Cawly Jr., of Worcester, Mass., when the plane he was piloting gave out of gas just before turning in to land on its home base.

«We were at 2,500 feet when the engines cut out», stated Lt. Cawly, «and I had no choice but to attempt a dead stick landing. I dove the plane in order to keep speed and pulled out just a few feet off a wheat field. After hopping a 20 foot ditch we hit and rolled a few feet before hitting another ditch which tore off the right landing gear and the nose wheel. The ship buckled in several places but soon skidded to a stop and we all got out without a scratch.»



COL. MOONEY'S MESSAGE

I am extremely proud and honored to be able to congratulate the 459th Bombardment Group, as its Commanding Officer, on the successful completion of its two hundredth combat mission.

I am as justly proud of each member of this base as you are of the enviable record you have established for two hundred combat missions by your tireless energy and devotion to duty. I salute you who have given your sweat and blood, and so gallantly your lives, to make possible our effort to date. Let your reward be the knowledge that your continuing excellent efforts shall be a major factor in bringing about a speedy victory and return to your loved ones.

H. K. MOONEY,
Colonel, Air Corps,
Commanding.



Lt. Col. William B. Boutz, Deputy Group Commander, entered the army in June, 1933. Before entering the army, Colonel Boutz attended college at New Mexico A & M where he won letters in basketball. His wife lives in San Antonio, Texas, and his parents in Safford, Arizona.



Lt. Col. Landon E. McConnel, Deputy Group Flying Commander, entered the army in October, 1938. Before entering service he attended Blackstone Military Academy and Kings College in Tennessee. Home—Bristol, Tenn.



Major Walter G. Cannon, commanding officer of the 756th Squadron, since September, 1944, entered the army in October, 1943, and received his commission in January, 1943. Tells as his most thrilling experience the raid on Bad Voslau and most harrowing the raids on Vienna. The Major, with a wife and one daughter, was an automotive salesman before entering the Army. Home—Beverly Hills, Cal.



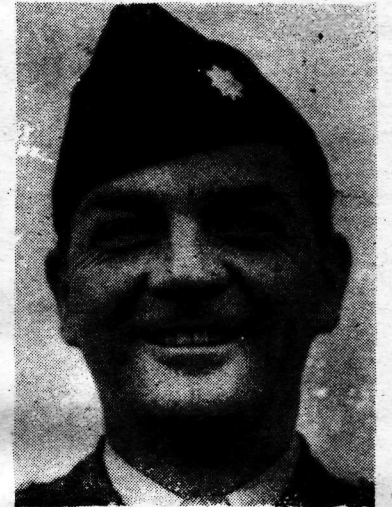
Lt. Col. Harrison R. Christy Jr., Commanding Officer of the 757th Squadron, entered the army in September, 1940 and received his wings and commission as a pilot at Kelly Field in April, 1941. Before entering the army, he attended college at Oklahoma A & M where he was a basketball star. He received the Distinguished Flying Cross for leading a raid over Budapest. His wife and son live in Oklahoma City, Okla.



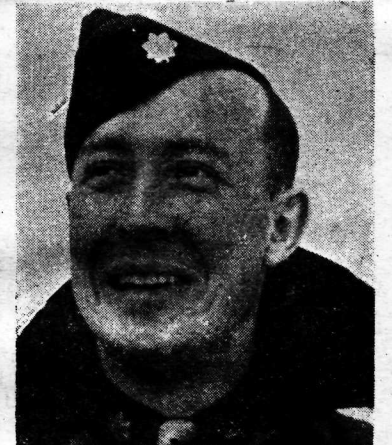
Major Ward E. Benkelman, Commanding Officer of the 758th Squadron, entered the army with a 2nd Lieutenants commission in April, 1942. He received his Pilots Wings as a student officer in June, 1943 and was awarded the DFC as a flight leader on the Bad Voslau raid. For participation in the Ploesti missions he received a cluster to the DFC. Before entering the army, the Major graduated from Kansas University. Home—McDonald, Kansas.



Maj. John M. Jolissaint, Baton Rouge, La. Entered service Dec. 29, 1940, graduate of La. State, B.S. degree in Geology. Graduated and commissioned August 15, 1941 at Kelly Field, Texas. Squadron Commander at Big Spring, Texas. Left states July 24, 1944 and was assigned to the 756th squadron—flight commander. Analyst for La. State Highway Commission. Air Medal, two OLC. The Major is the Commanding Officer of the 759th.



Lt. Col. Frank D. B. G. Hutchins, Group Executive Officer, was called to active duty in February, 1941. He graduated from Columbia University in 1930. Home—New York City.



Major Clifford E. Opper, Group Operations Officer, enlisted in the army in December, 1940. Prior to his entry in the service he was a student at the University of Nebraska. The Major's wife lives in Chicago and his parents in Lincoln, Neb.



Major Francis W. Hamilton, 756th Executive Officer, came in the army in February, 1942, and was commissioned at Miami Beach in December, 1942. Major Hamilton attended Louisiana State University. As a civilian he was associated with the Independent Oil Company. Home—West Monroe, La.



Major William J. Fausnaught, Executive Officer of the 757th, received his commission in the Field Artillery in 1927. As a civilian he was employed by the Post Office Department. His wife and two daughters live in Miami Beach, Fla.



Major Thomas J. Stewart, 758th Executive Officer, received his commission in May, 1942 and was assigned to the 756th in July, 1943. As a civilian, the Major was the owner of a banking concern in Dallas, Texas. His wife and two children live in Dallas.



Major Benjamin C. Bowman, Executive Officer of the 759th, served in the army during the first world war, eleven months in France, and received a commission as 1st Lieutenant when he entered the army in April, 1942. Home—Williamsport, Pa.

Captain Smallwood B. Hargis, 756th Squadron Adjutant, entered active service in March, 1941, receiving his commission with the Calvary in 1929. His wife and son live in Arlington, Virginia.

Captain Howard G. Roshto, 757th Adjutant, entered the army in February, 1942 and received his commission in April, 1943. Before entering the armed forces, Captain Roshto was an electrician, specializing in construction work. Home—Baton Rouge, La.

Captain Albert C. Lisko, 758th Adjutant, enlisted in the regular army in August, 1940 and was stationed at Pearl Harbor as a Sgt. Major when the Japs attacked. He received his commission in January, 1943 at Miami Beach, Fla. Home—Donora, Pa.

1st Lt. Albert L. McHugh, joined the army in September, 1942 and received his commission in April, 1944. Before his entry in the army, Lt. McHugh attended Business College in Pittsburg, Pa. Home—Pittsburg, Pa. He is the Adjutant of the 759th.



Major Carl R. Carlson, Group Adjutant, entered active service in June, 1941. The Major graduated in 1934 from the University of Nebraska. His wife lives in Tacoma, Washington and his parents in Lincoln, Neb.

Gunner Drifts Across Front

After being shot up by flak over a German oil target, the plane on which Ball Turret gunner, Sgt. Joseph G. Hallett Jr., of Wellesley Farms, Mass., was flying, headed for Russia. Upon reaching the dividing point between the Russian and German lines, Sgt. Hallett's crew was forced to bail out of their badly crippled bomber.

«I heard plenty of rifle and heavy artillery fire on the way down», said the Sgt., «but landed safely in a group of trees, not knowing whether I was in Russian or German held territory. However, a group of Russian soldiers soon approached and after identifying me as an «American» they joyously greeted me with hugs and kisses.» Only one other member of the crew landed in Russian territory, the others dropping in German lines.

Upon his return to his base Sgt. Hallett brought back a large bag filled with German souvenirs explaining they were given to him by German prisoners who were surrendering in wholesale numbers.

459th Cited

(continued from page 1) story has never been told.

The Real Story

Engineering crews went to work on badly shot-up planes the evening of April 22, 1944, after the group returned from a mission to the railyards at Bucharest. The next day, no mission scheduled, the work continued to adjust all operational planes to a peak of performance.

Next morning crews were fed and briefed and shortly after the planes took off. The flight was uneventful until the formation was but a few miles from the target... then.

Flak and Fighters

(Other units of the air force were to attack targets in the general neighborhood to split the defending fighters which were expected to operate aggressively because of the target's value to the Reich.)

Despite this strategy, thirty enemy fighter planes singled out the 459th for attack. Instead of waiting for stragglers, the enemy did everything in it's power to break up the formation.

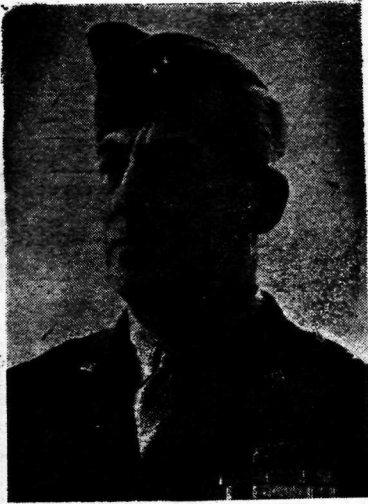
Tearing into the formation in head-on attacks and in some instances passing directly between two planes in the same flight, in two cases actually brushing wing tips with the bombers, they succeeded in knocking down one plane from the group.

Meanwhile ground guns were throwing up heavy patterns of barrage and tracking flak. Enemy fighters ignored their own flak and pressed the attack even over the target area and during «Bombs Away».

American fighter escort was

More Legs, Arms Might Have Helped

S/Sgt. William Wallace, 19, of Dundee, Wis., brought back his bomber with 302 flak holes received in a Vienna barrage. Sgt. Wallace, engineer, carried oxygen to the wounded tail gunner, cranked the bomb doors shut and improvised a hoist to retract the ball turret. After returning to base he cranked down the landing gear, kicked the nose wheel down, and then rigged up parachutes in the waist to serve as brakes. His only comment was, «I didn't go a long for the ride».



Maj. Gen. Twining

PRAISES MEN

«Congratulations to the 459th Bomb Group upon the completion of two hundred combat missions. This accomplishment is more than a record of missions flown. It is a clear indication of the superior efficiency of the 459th Bomb Group and a tribute to the air and ground personnel who have made these missions possible. All units of the Fifteenth Air Force join with me in extending good wishes on this occasion.»

Maj. Gen. Nathan F. Twining
Commanding General
15th Air Force

unable to stop the vicious attacks being made from all points of the clock but despite the bitter resistance encountered the group maintained their original fight formation as evidenced by the bomb strike photos.

A tail gunner, S/Sgt. Ray W. Reynolds, 31, of St. Louis, Mo., after completing fifty missions in this theatre, described the Bad Voslau attack as «the roughest, toughest, most eventful mission» of his career.

Final tabulation of figures obtained after the group had returned to base showed that two enemy fighters had been destroyed and one probable. The Nazis also lost six planes on the ground which were credited to the 459th. In addition to the one bomber destroyed by the fighters, two were seriously damaged and ten damaged slightly. Combat men lost and missing numbered eleven.

Fourteen officers were awarded the Distinguished Flying Cross as a result of the bombing.



Maj. Sneed

Major James E. Sneed, commanding officer of the Headquarters Detachment, enlisted in the army in 1929 and received his commission in 1938. Was ordered to active service in 1941 and assigned to the 459th in July 1943. Home-Pueblo, Col.

Four EM Awarded Field Commissions

Bellohousen, Bloom, Metheny, MacAulay Receive Gold Bars

Field Commissions as 2nd Lieutenants, one of the hardest steps for an Enlisted man in the army, have been awarded four men in this Group since its activation. Each squadron has contributed one man to this total.

First to receive his gold bars was Lt. Charles W. Bellohousen, Gunnery Officer of the 759th, who was commissioned September 10, 1944. Before his jump from enlisted man to officer, Lt. Bellohousen flew 14 missions as a Tail Gunner with the 756th, holding the rank of S/Sgt.

The Lieutenant is from McKeesport, Pa., and was an Engineering Student at Tri-State College in Angola, Indiana before entering the army in March, 1942.

Lt. Melton E. Bloom, Gunnery Officer of the 756th, was commissioned October 11, 1944 after having completed 48 missions as an Engineer in the 758th with the rank of M/Sgt.

Before his entry in the army in January, 1942, Lt. Bloom was a student at the University of Mississippi. His home is Helena, Arkansas.

Lt. Bloom holds the DFC and the Air Medal with four clusters. Prior to joining the 459th he had foreign service in Cuba and South America where he flew with Sub patrol units.

A former Radar Navigator with the rank of T/Sgt. in the 759th, Lt. Wade Metheny, now with the 756th, received his commission December 6, 1944. He completed 22 missions as an enlisted man and has flown several more since his commission. He holds the Air Medal with one cluster.

Lt. Metheny is from Naperville, Ill., and entered the army in November, 1941. As a civilian he was employed by a restaurant chain.

Last of the group to be commissioned was Lt. Robert E. MacAulay, Assistant Armament Chemical Officer of the 758th, who received his bars December 15, 1944. As an enlisted man, Lt. MacAulay was an Armament chief in the 757th, holding the rank of M/Sgt.

A native of Oklahoma City, Oklahoma, Lt. MacAulay entered the army in 1933. As a civilian he worked as field chief on care and maintenance of Geophysical Instruments for oil location for the Petty Geophysical Engineering Company in Texas. He has flown five missions and holds the Air Medal.

Night Fighter

(continued from page 1)

his plane. Visibility was not the best because of scattered clouds obscuring the moon but it was such that crew members could see the vicious attacks being made by the fighters.

Fighting a losing battle against overwhelming odds, the B-17 was seen by a crew member to go blazing down into the snow covered Alps where it crashed.

After scoring a victory over the Fortress, one of the fighters made a sweeping pass at the nose of the Liberator. Gunfire from the nose turret made him change his course and the bomber escaped from the first attack undamaged.

The enemy aircraft then took up vantage points outside the range of the bombers guns and alternated in peeling off and at-

Georgia Pilot Rides Stricken Plane Down



Brig. Gen. Upthegrove

LAUDS GROUP

My congratulations to the 459th Bombardment Group on the successful completion of its two hundredth combat mission. The record of achievement registered by the combat crews of your organization is matched by the superlative performance of your ground and maintenance personnel.

The Milestone you have just passed marks the end of a period to which you can all look back with pride. I have the fullest confidence that your future operations will reflect as much credit to the 15th AAF and the 304th bomb wing, as have your first two hundred missions.

Brig. Gen. Fay R. Upthegrove
C.G. 304th Bombardment Wing
(HV)

tacking the tail position. For a few minutes the tail gunner was busy as he followed one down it's long sweeping curve the partially hidden moon came out from behind a cloud and silhouetted the enemy ship directly in the gunner's aim.

At this time crew members heard a sustained burst of fire coming from the tail guns and over the interphone word came from Green, that the fighter would soon be approaching the waist.

According to crew members the fighter wobbled drunkenly as it flashed past the left waist window, fire streaking from flaming fuel tanks. It was then that Holloway fired a quick burst at almost point blank range.

Shortly after the fighter went crashing into the mountains below, the remaining night fighters dispersed and the persistent attacks soon stopped.

Green's plane then continued onward to Munich where it dropped bombs on the target and proceeded back to base without further trouble from fighters.

Five Decorated For Heroic Act

Five men of the 757th Ordinance were awarded the Soldiers medal last February when they voluntarily removed armed fuses from a number of scattered bombs which were twisted and smoking. This was a result of a plane crash and fire and explosion seemed imminent due to gas pouring from ruptured fuel tanks and smoking batteries.

The men who received the Medal are M/Sgt. Henry F. Van Barger, New York, N.Y., T/Sgt. Emanuel Ashkenazi, Brooklyn, N.Y., T/Sgt. Charles Butcher, Sulick, Wash., Sgt. Frederick H. Eddy, Warwick, R.I. and Cpl. Stanley R. Pellerin, Greenwood, R.I.

Awarded Silver Star Posthumously; Rest Of Crew Bail Out

Upholding the traditions of the Air Corps to the last, Capt. Daniel L. Barfield, 27, of Albany, Ga., stayed with his stricken plane and rode to his death after he had safely evacuated all the members of his crew.

Capt. Barfield and his crew took off from the 459th Liberator bomber base in Italy for a bombing mission against a German-held rail center. As they started on the bomb run, Capt. Barfield's plane lost a supercharger and the loss of generators in No. 1 and 2 engines cut his power in half. As soon as he released his bomb load, he pulled away from the formation.

The German fighters were quick to spot the lone bomber and they pressed home a savage attack. Part of the instrument panel was shot to ribbons in front of Capt. Barfield. The propeller controls were also shot away causing four run-away props.

Finally Capt. Barfield was able to elude the fighters. He put the big bomber into a dive and pulled out at 8,000 feet in a cloud cover, and it looked as if their troubles were over.

However, fire then broke out in No. 3 and 4 engines and together with the loss of power in the other two engines the plane could not maintain sufficient speed to stay in the air. Her nose dropped and she plunged in a steep dive toward the earth. As the altimeter fell, it dropped from 8,000 feet to 6,000 — 4,000 — 2,000 and finally 1,000 feet, Capt. Barfield and the co-pilot, 2nd Lt. Vernon A. Christian of Dallas, Tex. fought to pull her out of the dive.

At 800 feet they managed to get her on an even keel for a few moments. Capt. Barfield immediately gave the order for the crew to bail out while he held her on a level course.

When only Capt. Barfield and Lt. Christian were left, the co-pilot suggested that the two of them might be able to ride the plane down to a crash landing. But one look at the barren and mountainous terrain convinced Capt. Barfield that it could not be done. Lt. Christian insisted however, and it was only on a direct order from Capt. Barfield, as commander of the plane, that he reluctantly made his way to the bomb bay and parachuted to safety.

When Capt. Barfield left the controls to make his jump, the plane again dove and she was less than 200 feet from the ground as he jumped from the bomb bay. The chute never did have time to open.

For his gallant action in thinking of his men first and staying with his plane to the end, Capt. Barfield was awarded the Silver Star Medal posthumously.

Capt. Barfield's wife, Mrs. Aline Barfield and two children live at 1300 Sixth Ave., Albany, Ga.

Take-Off! Crash

When their plane crashed on take-off, Lt. Fellows and T/Sgt. Reading, 759th, defused two 1,000 pound bombs after two had already exploded before the bomb disposal personnel from headquarters appeared.

459th Pathfinder

A special edition published by the 459th Bomb Group (HV), 304th Wing, commemorating the 200th combat mission.

Passed by Base Censorship Detachment No.6 and Field Press Censor For mailing out of this theatre.

Vol. I No. 1 February 27, 1945 15th AAF in Italy

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Grateful acknowledgement to Capt. Alan Christie, Capt. Richard K. Anderson and Group Photo Section, and Group Public Relations Office.

Is Today's Soldier Tomorrow's Problem?

We are a combat team. There are ten of us and each a highly trained specialist in his own field. We are a species of animal all our own. Our habits, training, our fighting are different from those in other branches of service.

This morning we are sleeping in a dry comfortable tent but even our dog «Vino» seems to sense that it will not be long. She licks our faces at the first sound of engines warming in the brisk morning air on the hard-stands. Minutes later we are in a warm room seated at a table eating a hot breakfast of fresh eggs, cereal, toast and coffee. Listen to the conversation and look about you and you could easily fancy yourself back in the dining room of your college dormitory.

A few hours later we are in an entirely different world: an atmosphere where breathing is difficult and the temperature a minus 52 degrees centigrade. The vapor from exhaled breath is forming large cakes of ice about our oxygen mask and encrusts the fur neckpieces of our flying jackets.

We are tense (this has been briefed as a heavy flak area but nothing has happened so far). It can't last. It doesn't. Over the interphone comes the nose gunner's cry of «flak-twelve o'clock low». We watch the range come higher and higher, blossoming flowers of sudden death. The guns keep clawing for us. Now they reach so close that we can hear the muffled-ka-roomp' ka-roomp' and see the core of fire as the shells explode.

The ship on our wing bursts into flame, falters momentarily, then slides earthward and explodes in the fiery teeth of the flak guns. We watch its trailing wake of flaming fuel and oil in which we count eight parachutes slowly drifting downward.

Our chore of long distance killing and destruction goes on. Five miles below our bombs are tearing into a munitions plant in the center of a town, scrambling heavy machinery with human bodies—results look good.

Late afternoon we are back at the base. We have shaved, put on a fresh uniform, and read the mail from home. The events of the morning are repeated as we sit in the mess hall eating, talking, laughing. In this relaxed atmosphere the grueling hours just passed seem like a strange melodrama that might have happened to someone else.

What does this high-low pressure regime do to a man? How is it going to affect him? Is he going to be a different kind of an animal when the last bombs are dropped and the last plane safely landed at the home base?

These questions are asked in a recent editorial entitled, «Today's Soldier, Tomorrow's Problem». From it we learn the war has wrought terrific changes in us. «Many earnest young men intent on careers will become irresponsible, footloose vandals—will wander aimlessly about the country or become burdens to society and the community to which they return».

The men in the ground services are not as lucky as we are when it comes to living conditions. Ernie Pyle described the infantry as often «living like animals and dying in great numbers.» We do not feel qualified to speak for them, but those we have seen and talked to are well agreed that the habits of war will drop off with our uniforms. We will come home older, in some cases a little bitter and puzzled at a world which allows war, but mainly possessed with a passionate desire to get on with what we were doing before the lights went out.

J.R.K.

Work of Ground Crews Stressed

To give line section heads latest information about malfunctions and technical changes, and at the same time inform them of the results their air force is achieving, an experimental meeting was called by Colonel Mooney recently.

So many technical points were cleared, and the story of the weeks strategic bombing so well received by the men, that these meetings are now scheduled to be held regularly each week.

Major John Murphy, Group engineering officer, opened the meeting with a statement of its purpose. «A single bombing mission,» he said, «may cost us a million dollars, involve the lives of dozens of our men, and perhaps be capable of doing damage that would shorten

the war by weeks—and a single ground man who had one drink too many the night before—or one hour too little sleep—might turn success into failure».

Downs Yellow Nose On 13th Mission

It was the thirteenth mission for T/Sgt. Early B. Boone, 20, of Durham, N.C., when he shot down one of Herman Goerring's yellow nose boys from among the many FW's, ME 109's and JU 88's that attacked over Vienna.

Attacking the bomber formation long before the target was reached, the fighters followed the bombers into the barrage being thrown up by flak batteries. Twenty-three enemy planes were downed that day by the group.

What About The Rest?

by S/Sgt. James R. Keller

That first one sure was something
So new and strange to me
I watched the flak burst all around
But none came close to me.

Yes 'That was the first one
New and strange at best
But that one was the first
What about the rest?

The colonel flew the ship one day
The crew called out was mine
And when the roster came to me
There was room for only nine.

Nine buddies flew away that day
For where I knew damn well
The flak intense and accurate
And they would fly through hell.

Munich-the fighters screaming
rent the air
The shells burst all around
That was the worst one
I sweated on the ground.

I tried to write a letter
The tent placed up and down
I haunted operations
But not a word I found.

The E.T.R. had come and gone
«B» force had returned
The Munich raiding ships were late
That much at least I learned.

Then above the Italian mountain peaks
I heard a distant roar
I said a prayer within myself
And began to count the score.

The lead ship, an engine feathered
Flak holes and something more
The landing lights just came on
There were wounded men aboard.

Men in white were standing there
The wounded they to heal
One by one they straggled back
And landed on the field.

I heard a «Doc» in white coat say
While tears came to his eyes
A more gallant bunch I've never seen
These heroes of the skies.

These men are coming back
To live and fight their best
These -men will live to fight again!
But, What about the rest?

The flak's long arms were stretching
Placing smoke clouds at our feet.

759th C. O. Gets Stork Flight Plan

Many and varied assortments of announcement cards for the arrival of newly born children have been placed on the market. Topping them all (we think) is one introduced by Mrs. (Major) John M. Jolissaint, the former Joyce Marie Lacey, Baton Rouge, La., wife of the 759th C.O.

The birth of a daughter, four years from the date Major Jolissaint entered the service, brought about the following announcement. The outside of the envelope reads; Stork Flight Report, Our Lady of the Lake Airfield, Baton Rouge, La.

Inside—John Jolissaint's Start, Crew stationed: 327 N. 13th street, Baton Rouge, La.; No. of Missions, One; Flight, 8:35 PM, Dec. 29; Altitude, 20 inches; Bomb Load, 7 lbs. 3 ozs.; Insignia, Beverly Ann Jolissaint. Mission Sidelight: Major Jolissaint was at the time he received the above from his wife, preparing a card of his own much in the same manner. Mental telepathy? You tell us.

Frag Bombs

by S/Sgt. James R. Keller

I was at the bomb dump
all sorts and sizes there
The signs I read upon the box
Were painted red and clear,
Explosives... Frag Bombs...
With detonating Fuzes...HANDLE WITH CARE.

John and Bob and Phil
Were there that fatal day
And as I left them standing there
I heard the sergeant say,
Explosives... Frag Bombs...
With detonating fuzes...
Handle With Care.

They were there that fateful day
Loading one by one.
Making preparations for,
Tomorrows bombing run; with
Frag Bombs... With detonating fuzes...
Handle(d) with care.

And when they had a truckload
And started across the field
I saw the boxes piled on high
Bombs, the enemy next day
would feel.

Frag bombs...with detonating fuzes,
Handle(d) With Care.

Unforseen by human mind
The next few seconds tense
As we heard an awful sound
Like unleashed thunder—then
suspense.

One thought—for certainty I
knew it not,
But explosives—especially frag
bombs
With detonating fuzes—should be
Handle(d) With Care.

Three men, who knew their job
so well
Were gone and not a trace could
we find
And as I stood—head bowed
in prayer

One thought kept racing through
my mind.
«Never Trust—Explosives—
Frag Bombs With
Detonating fuzes—even when,
HANDLE(d) WITH CARE.

I took a chance and glanced
about
Nowhere could I retreat.

When an aircrew flies across
the target
There is nowhere else to go
And flak is flak and nothing else
A part of a wondrous show.

It's hard to realize then I say
With life so real and death so
close
But that is not for me to tell
You really can't have both.

With a too calm deliberate
slowness, I
Eased the mask from it's place
And in the comparative stillness
Wiped the moisture from my
face.

My flak suit felt so heavy
I was really cramped for space
I opened up my turret
And looked upon each face.

The boys up there were shaking
As air rushed through the place
And I in the ball felt thankful
That still was left the waist.

A pack of cigarettes we passed
around
At altitude we never smoked
before
And with a few long deep drags
We evened up the score.

The camera hatch was shattered
Out of the flak we now had
passed
We glanced about and asked
ourselves
How long our luck would last.

Long the nights I stayed awake
Reliving scenes so clear
And there in the darkness

Chaplain's Message

One of the four freedoms is the freedom of Worship. The help which comes from sincere worship of God enables a man to meet the outward circumstances of war in a spirit of inner strength and assurance that makes him a better man and a better soldier. In true worship we get our bearings, we see where we are, we come to a consciousness of God, and a strength for living is released. All of us need that today in our lives.

On this observance of the 200th mission of this Group let us pray for and work toward the day of victory and of an enduring peace.

"God Answered My Prayers"

«It was the hand of God answering my prayers», exclaimed S/Sgt. William M. Birkholtz, a ball turret gunner from Mercerville, N.J., after he had miraculously escaped when his crew was forced to ditch their B-24 in the Adriatic.

«I was knocked out upon impact», stated Sgt. Birkholtz, «and found myself under water and pinned above the ball turret when I came to. I tried to struggle but couldn't move. Just when I thought I was done for, something, I still don't know how to describe it, reached in and pulled me out. As far as I am concerned it was God answering my prayers.»

The gunner escaped from the sinking plane through the waist window and managed to swim to a life raft where he was pulled in by other crew members.

My heart was iced with fear.

There in the darkness four
parachutes
Were slowly setting down
A twisting, turning, burning ship
Went crashing to the ground.

Many times the scene repeated
At Ploesti and Vienna, Bologna
and the rest
The chutes were there—the ships
were gone
The number—more or less.

The gaping hole beside me
Clear out the other side
The flak that hit the turret
While I was there inside.

This one is the last one
There were thirty-four before
This one is the last
Thank God there are no more.

And now the sun is in the sky
And I am homeward bound
Will this fear that I have felt
Follow me around?

My father in the last war
Had stories he could tell
Tales of ghoulish nightmares
The days he lived in hell.

In my youthful ignorance
I had often asked
For tales of bloody fighting
From out my father's past.

I do not remember any; for
There were none that he could
tell
Without some thought, some
memory
Of those who died in hell.

These tales I'll hide within my
heart
Someday my son shall ask
I'll hide them deep within my
heart
These tales about the past.

For I am back safe, well and
sound
I've lived in hell at best
I'm back my son, I'm home,
But what about the rest?

PRELUDE AND PROMISE

A STORY OF 200 MISSIONS

With its bombing of the Augsburg marshalling yards in Germany, on February 27, 1945, the 459th Bomb Group registered a milestone in its history by successfully completing 200 missions in less than a year of combat operations. The 459th had indeed come of age as a combat-seasoned heavy bombardment group!

It all began on July 1, 1943, when the 459th Bomb Group became an «organization on paper». Lt. Col. Marden M. Munn, commanding officer of the newly-activated outfit, assembled his staff on July 28, at Davis-Monthan Field near Tuscon, Arizona, and briefed them on the task ahead.

...*Training...*
On October 1, 1943, the operational training program was launched and by the 1st of November the group was at full strength after the administrative personnel had worked day and night giving screening tests to hundreds of men. Then... formation flying...landings...taking off... high altitude practice bombing and gunnery... cross country flights — those B-24's were complicated planes to master and it was necessary for the combat men to know them

more things that might come in pretty handy, and generally did! Finally that last important practice mission — the whole group was flying at one time. As the men looked at them roaring overhead they could see that the training was paying dividends... each plane in its right place in the formation making a pretty pattern in the sky and on the American landscape; but which would soon turn to an ominous pattern over Nazi-land!

...*On The Way 'Over There'...*
And then came the announcement on the bulletin board just three days after Christmas. It might have been termed a late Christmas present: «All men restricted to base» and some more information about phone calls and censoring. The training was soon brought to a conclusion and at 1300 hours on the second day of January 1944, the first plane took off. From all appearances it was for a regular practice mission but inside there were auxiliary fuel cells filled with 100 octane gas and baggage racks in the bomb bays.

The ground personnel got their first glimpse of a troop ship on January 12. There was

or comic books — the first mission wasn't flown the first day, nor was the group even remotely ready for combat. There were many things to be done... too many it seemed! The men slept in pup tents for the first four days, while in the day time they were digging slit trenches. The front lines were not too distant and many say they heard the rumble of artillery while lying on the ground in the tents.

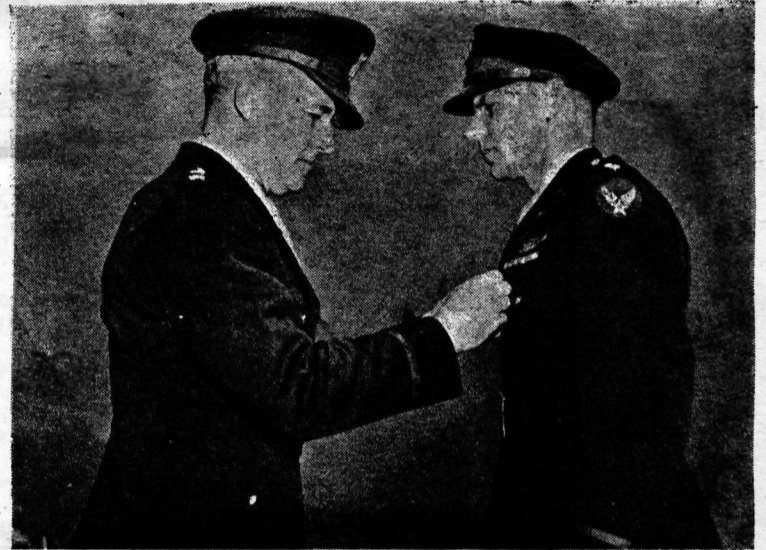
Everyone made his first acquaintance with 'C' rations and Spam and in no uncertain terms gave the poor cooks hell for

and rechecked their planes, ordnance men brought in the bombs and armament loaded the guns with .50 caliber ammunition. The crews pre-flighted everything. Soon station time was at hand, and the engines were started. The green flare went up to taxi-out, and one by one the 'heavies' lined up on the run-way and taxi-strip for the take-off. Everyone watched as

Capt. Guy Neville, who was then group gunnery officer and still holds that post—all these men were in on the initial operation.

On the second mission the 459th Bomb Group was to strike its initial blow against Nazi air power; when, together with planes from other groups of the all-powerful Fifteenth Air Force, it bombed the Viterbo Main Air Drome. While on this mission,

A SUPERB JOB!



Col. Marden M. Munn, former commanding officer of the 459th is shown being presented with the Distinguished Flying Cross by Maj. Gen. Nathan F. Twining, Commanding General of the 15th AAF. Col. Munn received the award for his leadership on the Bad Voslau mission, for which the Group later received a Distinguished Unit Citation.

THE FIRST MILE!



Davis-Monthan Field — Oct. 1943. With the Group at its full strength, Major Vandervoort is shown leading the men to depart for a trip to Westover Field where they received additional training before going overseas to combat.

like their right arm! The crews can't start to learn things over Germany with ten or twenty enemy fighters on their tail! So it was train, train and train some more in that important first phase of conditioning. Then it was the second and third phases, and each period became a little tougher. By this time the group had moved again — to Westover Field, Mass. There were no more 'two', 'three' or 'four' hour flights...it was seven, eight and nine hours now!

But all the while the combat men were training, the ground men were learning the rudiments of war also. No more regular hours...service the planes at night — at dawn — mid-afternoon — anytime men were needed, it was «Be there!» and in a hurry. War knows no timetable!

Then one day it seemed to be in the air that the group would soon be on its way. Everyone got his 'shots', his extra clothing and various important forms were checked and re-checked. Each packed what he thought he'd need on the other side and threw in a few

a band playing «Pistol Packin' Mama» and the Red Cross girls were handing out generous helpings of do-nuts with an accompaniment of coffee. The men made their way to the quarters and most of them got their first taste of life on the high seas. Of course, many indulged in the popular pastime of 'hanging over the rail' — in fact they sometimes stayed there for hours!!

...*So this is 'Sunny Italy'!*...

The first B-24 of this group landed on the field's runway February 3, 1944, while the ground men were still on the boats. The ships docked just four days later at Taranto and were welcomed by the news of a six-mile hike to a staging area! That staging area will always be connected with sour memories of sleepless nights due to the cold hard ground and an acute hunger prompted by the lack of food! However, the sufferings only lasted three days and then a train ride to 'Home Base'.

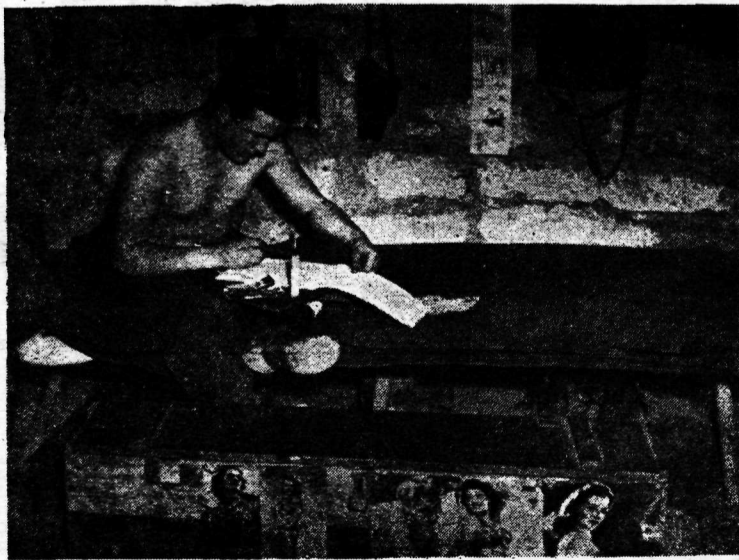
Naturally when a group arrives at a new field, it isn't ke it's portrayed in the movies

not preparing them as they should be prepared... assuming, of course, there is a 'correct' way! It was winter, cold, muddy—it might be repeated MUD-DY—and it never seemed to stop raining. Those pup tents were a lot different from a nice warm barracks too. No one could figure out even the remotest reason why anyone ever gave the place a monicker like «Sunny Italy»....

...*Combat Debut...*

It seemed like ages, but it was less than a month before the 459th was to face the test of all its training — its combat debut! The morning of March 2, 1944 was bristling with excitement — the day of the first mission. Crew chiefs checked

HOME WAS NEVER LIKE THIS!



A stone-walled tent and a nice warm cot represent a far cry from the first days in Italy when GI's and officers slept on the cold ground under a pup tent. P.S. Pfc. Ronald Nelson says the paper dolls are for scenic effect!

the planes took to the air, not knowing what to expect, yet hoping it might not prove too bad.

Col. Marden M. Munn, commanding officer at that time, led the group on that first mission to Velletri, Italy. All the planes returned that day, and the group was eased into combat with a mission that was none too rough. Several officers still on the field could give more details — Lt. Col. Harrison R. Christy, then commanding officer of the 756th and now of the 757th; Major Ward E. Benkelman, then a first pilot and now commanding officer of the 758th; Maj. Clifford R. Opper, then 757th operations officer and now group operations officer; Capt. Kenneth C. (Casey) Fuller, then a first pilot and now operations officer at 757th; and

three FW-190's were shot down by the group's gunners, proving they had learned their lesson well back in gunnery school—their training had proved its worth.

...*Bad Voslau and a Distinguished Unit Citation...*

The Group's next big blow to the Luftwaffe was dealt on April 23, 1944. The Bad Voslau aircraft assembly plant was completely demolished by the Liberators of the 459th. For the bombing of this plant the group was presented with a Distinguished Unit Citation. The work was hailed by the press as «one of the finest, high-altitude precision bombings by Liberators». This was the group's 26th mission, and everyone sensed a feeling of pride in his group... it was now, a full-fledged combat unit. Many other airdromes and aircraft factories received calls from the group's bombers and excellent results were reported.

...*Oil...*

With a job well done on Hitler's aircraft, the top priority was then shifted to oil. Ploesti oil fields were the first to catch the top billing, and soon the 459th was paying Ploesti a visit — in fact many visits. The tonnage of high explosive and fragmentation bombs dropped by the group on all its raids to this important target totaled more than 500 tons! The first call to Ploesti was on May 5, 1944 and the group chalked it up as the 32nd mission. In all, the Group hit the German-held refinery seven times before the Russians took over — but each mission was a nightmare for the men that participated in them.

Besides bombing the Ploesti oil fields, the group also pounded oil targets at Blechhammer, Moosebierbaum, Brux, Odertal, Nova Schwechat and Oswiecim. An especially good job was done in the bombing of the Nova-

(continued on page 16)

DISTINGUISHED SERVICE CROSS

1st Lieutenant Leo C. Fletcher, Pampa, Texas
2nd Lieutenant Harold T. Herriott, Bayside, Long Island, N.Y.

LEGION OF MERIT

Captain Thomas K. Oliver, Vicksburg, Mississippi
CWO Joseph C. Kovar, Tucson, Arizona
Master Sergeant Wallace E. Albritton, Fort Green, Florida

SILVER STAR

Colonel Marden M. Munn, Detroit, Michigan
Lieutenant Colonel Richard T. Lively, Alamosa, Colorado
Captain Daniel L. Barfield, Albany, Georgia
Captain Eugene L. Flynn, Corsicana, Texas
1st Lieutenant John B. Davis, Marrion, Indiana
1st Lieutenant Richard J. Montgomery, Orlando, Florida
James O. Norfleet, Kress, Texas
Lawrence E. Rafferty, Highland Park, Illinois
Donald Stevenson, Meriden, Connecticut
2nd Lieutenant Leo C. Fletcher, Beaumont, Texas
Abraham Gordon, Havre, Montana
Albert C. Henning, Texarkana, Arkansas
Staff Sergeant George J. Machacek, Marion, Iowa
Charles H. Pohlman, Pensacola, Florida
Clifford E. Weidner, Norwalk, Conn.
Sergeant William R. Borrows, Seattle, Wash.
Carl J. Dobrinec, Highland Park, Mich.

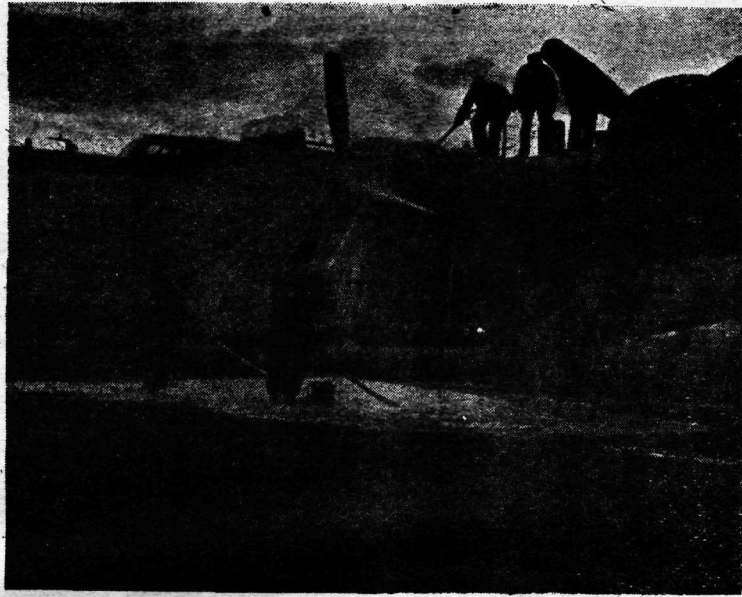
DISTINGUISHED FLYING CROSS

Colonel Henry K. Mooney, New Orleans, La.
Marden M. Munn, Detroit, Mich.
Lieutenant Colonel Richard T. Lively, Alamosa, Calif.
Landon E. McConnell, Bristol, Tenn.
Major Walter E. Black Jr., Trinity, Texas (cluster)
Harrison R. Christy Jr., Oklahoma City, Okla.
Daulton P. Lee, Peoria, Ill.
Clifford R. Opper, Lincoln, Nebraska (cluster)
Philip H. Warren, Jr., Worcester, Mass.
Horace E. Allatt, Jr., Riverside, Calif.
Captain Ward E. Benkelman, McDonald, Kansas (cluster)
Walter G. Cannon, Hankakee, Ill. (cluster)
Walter L. Carss, Pampa, Texas
Victor, C. Conway, Canyon Creek, Montana (Cl.)
Eugene L. Flynn, Corsicana, Texas
Ellis A. Goodrich, Jefferson, Iowa
Nelson S. Hill, Flemington, N.J.
Kenneth N. Kellow, Battle Creek, Iowa
Edward H. Hirsch, North Braddock, Penn.
John R. Kullman, Narrageansett, R. I.
Leonard D. Lange, Pittsburgh, Pa.
Philip F. McLaughlin, Billings, Montana
William E. Naylor Jr., Bend, Oregon
Leonard E. Nelson, Omaha, Nebraska
Marvin M. Newby, Tarrington, Wyo.
Edmund F. O'Connor, Fitchburg, Mass.
Edwin H. Olson, Sacramento, Calif.
George M. Piggott, Kansas City, Missouri
Henry C. Reed, Sioux City, Iowa
Robert R. Richardson, San Bernadino, Calif.
Jeffrey B. Roberts, Simms, Montana
Bruce M. Smith, Houston, Texas
Robert B. Weller, Chicago, Ill.
Douglas J. Whittingham, Oakland, Calif.
1st Lieutenant James P. Abeloe, Spreckles, Calif.
Edward P. Andreas, Brownsville, Texas
Ralph P. Andrews, Chappell Hill, N. C.
James O. Baker, Waukegan, Ill.
Charles D. Beard, Neodesha, Kansas
Howard G. Beck, College Point, N.Y.
Gerald C. W. Bell, Orsego, Mich.
Sam J. Benigno, Oakland, Calif.
Wesley O. Bisig, Brooks, Indiana
Howard F. Brinkley, Woodland Park, Colorado
Dean C. Buchanan, Eureka, Kansas
Herbert H. Bullock, Green Island, N.Y.
Sydney L. Ruff Jr., Waycross, Georgia
Eugene M. Sebring, Columbus, Ohio
Bernard H. Sharp, Little Rock, Arkansas
Hollis D. Sisk, Blockton, Iowa
Carl J. Smoker, Monroe, Mich.
Robert W. Spargur, Webster Grove, Missouri
Charles S. Spiess, Chicago, Ill.
Robert B. Standerfer, Erick, Okla.
Donald Stevenson, Meriden, Conn.
Earl Straud, Pittsburgh, Calif.
William A. Cykes, Philadelphia, Pa.
Jack R. Toussaint, Pittsburgh, Kansas
Andrew G. Walker, Elizabethtown, Pa.
Cleo Walker, Westwood, Calif.
Walter R. Wallner, Fresno, Calif.
John H. Washington, Haddonfield, N. J.
Walter W. Washko, New Brunswick, N. J.
Frank R. Welburn, Nashville, Tenn.
Harold L. Welburn, Oceanside, Calif.
William S. Williams, Wild Rose, Calif.
Robert C. Williams, Berkeley, Calif.
Philip S. Wood, West Gouldsboro, Maine
William Wynne, New Haven, Conn.
William E. Yinger, Sacramento, Calif.
William J. Zoerb, San Francisco, Calif.
2nd Lieutenant Charles K. Anderson, Madison, Wisc.
George A. Anderson, Bellflower, Calif.
Richard D. Apperson, Lynchburg, Va.
Joseph Archer, Niota, Tenn.
William J. Baird, Devon, Pa.
Marion M. Beach, Jerseyville, Ill.
Francis J. Breen, Boston, Mass.
Joseph E. Buchler, Long Island, N.Y.
James Cannard, Danville, Pa.
Luis D. Dellert, Mission, Texas
Edward J. Denari, Indianapolis, Ind.
Roman R. Deryss, Bronx, N. Y.
Raymond W. Dodge, Big Timber, Montana
Walter H. Escue, Ozona, Texas
Malcolm J. Glick, Cleveland, Ohio
Vernon H. Green, Lapeer, Mich.
Lloyd W. Hamilton, Dixon, Nebraska
William G. Harnett, New York, N. Y.



Harold H. Harres, Columbia, Ill.
Cecil W. Harris, Point Richmond, Calif.
Hans G. Huettig, Elizabethtown, N. Y.
Robert H. Harrison, Royal Oak, Mich.
Harvey W. Johnson, Stuttgart, Ark.
Clarence R. Knutsen, Beloid, Wisc.
Wilton Lang, North Plainfield, N. J.
Robert G. Lawler, Cleveland
Russel D. Maples, Imaity City, Mich.
Robert W. Norman, East Hartford, Conn.
Melvin W. Norman, Los Angeles, Calif.
Louis R. Ostheimer, Indianapolis, Ind.
Philip J. Painter, Norwood, Ohio (cluster)
John Pollock, Akron, Ohio
William F. Pape III, Denver, Colo
Quentin D. Poe, Dayton, Ohio
Aubrey L. Price, Enfield, N.C.
Robert L. Ranson, Moulton, Iowa
Peter A. Rebich, Alquippa, Pa.
Lyman D. Rieck, Lansing, Mich.
John L. Riley, Hyde Park, Mass.
Jack W. Setliff, Danville, Va.
Delmar C. Small, Salt Lake City, Utah
Morris Solodky, Buffalo, N. Y.
Abraham Stock, New York, N. Y.
Arthur F. Stone, Madelia, Minn.
Wayne Stoul, Rockland, Idaho
George D. Wampler, Cincinnati, Ohio
Robert C. Williams, Park Rapids, Minn.
Woodrow W. Williams, Pocatello, Idaho
Arthur F. Butler, Portsmouth, N. H.
Robert M. Carr, Chicago, Ill.
Walter R. Chance, Jasonville, Indiana
William R. Chapman, Detroit, Michigan
Robert E. Christensen, Hinsdale, Illinois
Donald F. Coleman, Pinedale, Wyo.
John R. Collins, Mealine, Falls, Washington
Paul J. Connor Jr., Denver, Colorado
Clinton E. Cossboom, Brewer, Maine
Eugene S. Cramer, Akron, Ohio
Joseph W. Cross, Bloomfield, N.J.
John E. Dabbert, Chicago, Ill.
Elmer F. Ganko, Swissvale, Pa.
John B. Davis Jr., Marion, Indiana (cluster)
Ralph J. Davis, Farmville, Va.
Frank S. Day, Jr., Detroit, Mich.
James A. Edwards, Greenville, S. C.
Edgar H. Eggert, Jr., Alice, Texas
Louis F. Frauenholtz, Madelia, Minn.
William J. Fenner, Anaconda, Montana
Kenneth C. Fuller, Tampa, Fla.
Robert B. Funk, Louisville, Ky.
Leslie J. Gentry Jr., Henrietta, Texas
Rex G. Goddard, Williamsport, Pa.
Elmer Green, Greeley, Colorado
Paul J. Guest, Palmyra, N.J.
Robert G. Hageman, Wayne, Indiana
Joseph B. Hagerty, Norwood, Ohio
Francis H. Hess, Kingwood, W. Va.
Paul W. Hill, Nocona, Texas
Robert F. Hoff, Rochester, N.Y.
Robert K. Hood, Nogales, Arizona
Louis T. Hughes, Pasadena, Md.
Rairo Q. Jaskar, Aberdeen, Washington
Edward D. Jenkins, Elkins Park, Pa.
Thomas Kennedy, Portland, Oregon
Joseph J. Kearns, Oakland, Calif.
Donald M. Kilgore, Seattle, Wash.
James A. Kirtland, Pickney, Mich.
George E. Koefoed, Honey Brook, Pa.
Fred W. Konkel, Jr., San Francisco, Calif.
Samuel H. Layton, Inglewood, Calif.
Rene G. Lequex, Fort Worden, Washington
Leonard Levine, Brooklyn, N.Y.
William B. Lindsey, Los Angeles, Calif.
William J. Logan, Tulsa, Okla.
Ernest B. Mauck, Corydon, Ind.
William K. McKain, Seymour, Ind.
Richard J. Montgomery, Orlando, Calif.
Milton L. Munson, Lafayette, Ind.
Richard A. Murray, Nashwauk, Minn.
Elliot M. Nelson, White Bear Lake, Minn.
James O. Norfleet, Kress, Texas
Floyd Olen, Yuba City, Calif.
Lloyd A. Olsen, Norman, Nebraska
Donald W. Owmbey, Los Angeles, Calif.
Richard H. Parvin, Bradenton, Fla.
George J. Pental, Beaver Meadows, Pa.
Stuart L. Penn, Detroit, Mich.
Sigurd Peterson Jr., Corvallis, Oregon
Clifford E. Pifer, Clayton, Mich.
Clyde E. Plemons, Lubbock, Texas
William F. Pope, Denver, Colorado
Arthur E. Purinton Jr., Fitchburg, Mass.
Anthony E. Purman, Jr., Birmingham, Mich.
Wayne M. Pyles, Rudy, Arkansas
Lawrence E. Rafferty, Highland Park, Ill.
Harold Rau Jr., La Crosse, Wisc.
Glenn C. Reiter Jr., Turtle Creek, Pa.
Libero Ricciardelli, Needham, Mass.
Herbert D. Rogy, Log Town, Miss.
Frank T. Romanoski, Shamokin, Pa.
Harold M. Ross, Los Angeles, Calif.
Thomas W. Williamson, Peebles, Ohio
Ralph E. Zebark, Bloomington, Ill.
Flight Officer Kenneth F. Reed, Penn Yann, N. Y.
Master Sergeant Jack T. Bingham, Odgen, Utah
Melton E. Bloom, Helena, Arkansas
Technical Sergeant Lawrence Aviles, Los Angeles, Calif.
Paul M. Beardslee, Deland, Fla.
Edwin G. Biernacki, Chicago, Ill.
Forrest P. Carpenter, San Francisco, Calif.
Robert G. Church, Eagle Rock, Calif.
Antonio David Jr., San Antonio, Texas
Fred M. Grage, Highbridge, Wisc.
Lawrence E. La Barre, Johnson, N. Y.
(continued on page 14)

THEY LIVE TO LET LIVE



Firefighters of the Groups firefighter unit spray chemicals on the burning No. 2 engine of a damaged B-24 in one of their many «on the spot» acts which has saved many planes and crews. A number of men in this outfit have received medals for outstanding bravery by rescuing trapped combat crew members from their planes.

Fire Fighters Cited For Heroic Actions

Twenty Men Awarded Soldiers Medal; Save Lives, Planes

Observation shows that while everyone is running away from a burning plane, there is still a group of individuals attached to this group who regardless of personal safety are always running in the opposite direction.

Men of the 1999th Engineer Aviation Fire Fighting Battalion, a part of the 43rd Service Group, have been highly commended by both high ranking inspectors and men with whom they have come in contact with in the line of duty for the completeness of their fire fighting equipment and for the care and maintenance which they give their trucks.

A few short months ago twenty men of the fire fighting squadron including 1st Lt. Roswell D. Cooper, Jr., lieutenant-in-charge, and Sergeant Joseph E. White, acting first sergeant were awarded soldier's medals for acts of heroism performed while quenching the flames of burning ships in order to save men pinned in them by the wreckage.

On May 28, 1944, one of this group's planes took off on a mission and crashed about seven miles northeast of the field. The tower informed the fire fighter squadron and when they arrived it was found that three men were still alive in the plane which was burning with a load of fragmentation bombs scattered about.

Disregarding personal safety the men proceeded to wet down the combat men to keep the flames from them and in two hours and twenty-five minutes succeeded in getting the men to safety and stopping the fire.

A few days prior to this there was a mid-air collision and one of the planes managed to land at the 456th Bomb Group with a full load of 1,000 pound bombs. A few seconds before they arrived at the scene of the fire—the burning plane had exploded and a crew member

Explosion Saves Lives of Three

«They say miracles only happen once-in a life time and I guess I've had mine» stated Lt. George N. McQuire, Navigator from Weehawken, N.J., after he and two other crew members had been saved by being blown out of a B-24.

«After our No. 3 and 4 engines had been knocked out by flak over the target and half our wing shot off we attempted to bail out through the escape hatch but could not open it. We had dropped down to 5,000 feet and the next thing I remember, I was sailing out through open space. We had been blown out of the plane by a terrific explosion and still remained conscious enough to pull our rip cords and land without a scratch».

had become pinned under a wing in trying to escape.

Disregarding a burning building nearby and the remaining parts of the burning ship, the fire fighters concentrated on the part burning near the pinned-under man.

The following men of the fire fighter squadron have been awarded the Soldier's Medal; 1st Lieut. Roswell D. Cooper, Jr.; S/Sgt. William A. Rampley; Sgt. Joseph E. White; T/5's Marion P. Smith, Edwin Dunlap, Morris G. Frederick, Elton L. Murphy, Vern W. Harris, Noble C. Smalley, and Pfc's Charles G. Ledbetter and Thomas Canney, for acts of heroism May 28, 1944.

S/Sgt. William J. Maurer, Sgt. Frank J. Chalupnik, T/5's Jack Thomas, Charlie W. Edwards, Harry C. Swanson, Harvey H. Clifford and Pfc's Wilton A. Felker, Frances T. Connelly, and Marion W. Breakfield, Jr., for acts of heroism May 23, 1944.

Slow Roll

Captain Richardson, a member of the 759th squadron, successfully completed a «slow roll» while test hopping one of the B-24's on the field.

Plane Built From Wrecks By 560th Flies 48 Missions

"Impossible" Engineering Feat Accomplished By Service Squadron

One of the most amazing engineering feats in the combat history of this theatre was performed by members of the 560th Air Service Squadron, commanded by Captain Roger W. Buskirk, when they took two badly damaged planes and in three months made one B-24 out of them and watched her fly.

This remarkable engineering project, which involved the taking of a fuselage from the wing to the tail from one ship and putting it on another nose section, received much comment when work was being started. Later when the «impossible» happened and the plane flew, it attracted the attention of magazines and newspapers both in this theatre and back in the states.

«It was more of an experiment and a challenge», said Captain Harry R. Langham, engineering officer, «to the engineering crew under the direction of the line chief, M/Sgt. Claude P. Despit, who with aid of Staff Sergeants Walter C. Waggoner, Carmel E. Gower, Charles B. Robertson, Clyde L. Guensett, and Glen D. Erickson along with Sgt. Gerald D. Newberry, began the arduous task of replacing the damaged section, repairing the four engines from the original plane, rewiring the entire system and the overall rigging.»

Many difficulties were introduced in the work by parts being needed by planes on active flying status. In cases like this, because of their urgent need, parts were taken from 316 and placed in combat planes, thus delaying the work considerably.

Ground crews estimated that 316 had been put together at least three times before the test hop.

In exactly three months, men of the service squadron had replaced two twisted hunks of metal into a flyable plane.

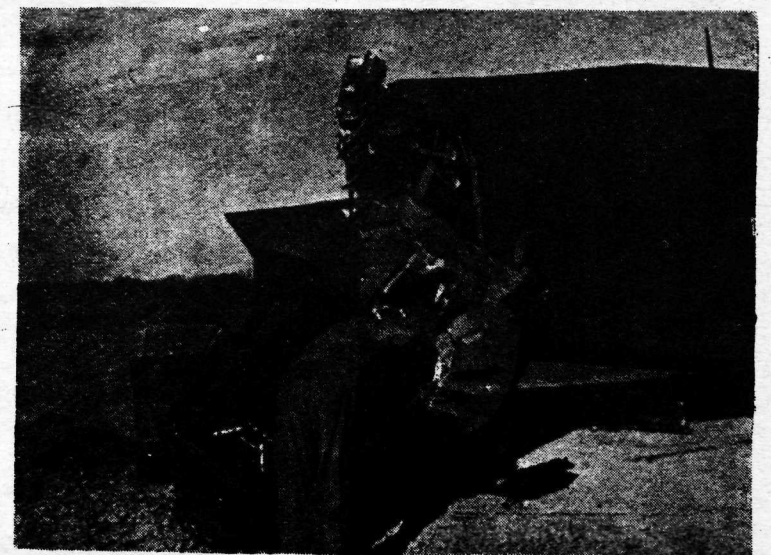
So confident were they in their work that several members of the crew which had done the repair work went on the test hop with Lt. Col. Lively who was then group operations officer, along with Sgt. Robert Browning, personnel clerk.

The combat record of the ship speaks for the excellent work done by the service squadron. Ship 316 flew forty-eight combat missions, was shot up several times and on the forty-eighth mission was knocked down over Germany by a direct hit by flak.

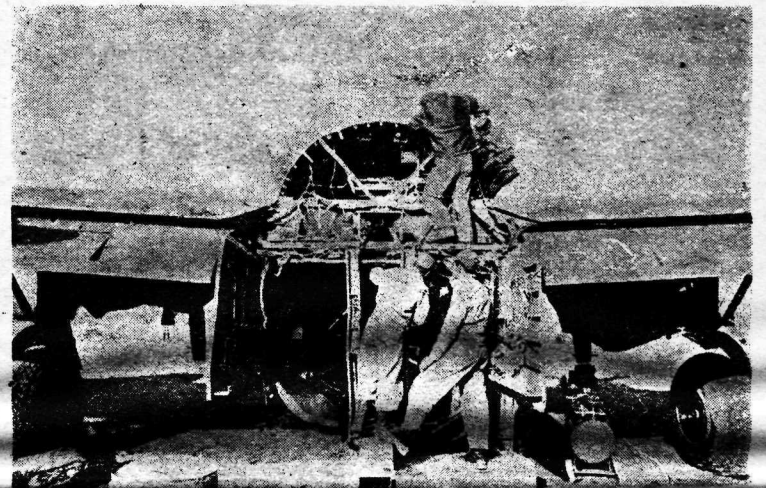
"Bad Penny" Comes Home

The «Bad Penny», a ship from the 757th squadron, a veteran of such targets as Ploesti, Munich, Budapest, and Weiner Neustadt, received 650 flak and cannon holes during one of the earlier missions flown by the group.

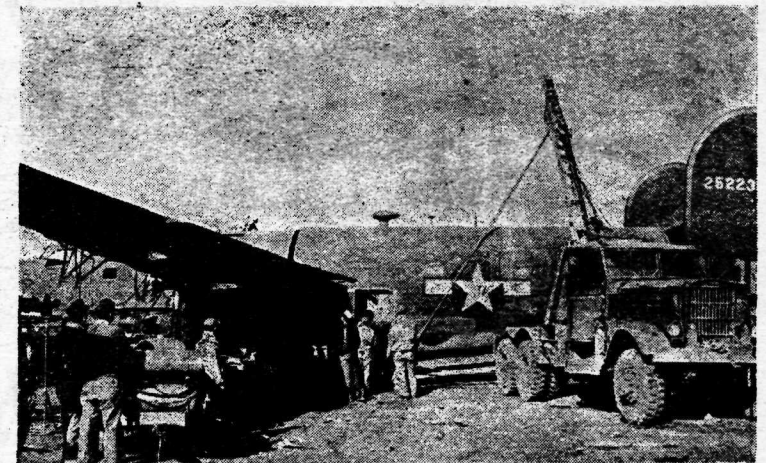
S/Sgt. Frank Bartoletti, 23, of Brooklyn, N.Y., the ship's tail gunner, was reaching for a walk-around bottle after the oxygen system had been destroyed and his fingers were just around the neck of the bottle when flak knocked it from his grasp. Rudder cables, on this mission, were repaired by gunners using the charging cables from the caliber 50's.



This damaged plane, ship 316, had the entire tail section replaced from another B-24 that had engines and nose section damaged.



Mechanics at work preparing front section of plane 316 to receive the empennage from another plane.



Service squadron members are shown taking undamaged tail from B-24 prior to installing on ship 316. Three months later plane was test-hopped from the 459th.

Training Program

(continued from page 1)
crews include courses in aircraft recognition, evasion and escape, briefing and interrogation, flak and photo interpretation, emergency procedures, air force tactics, bomb results, personnel equipment, bombardiers and navigators orientation, communications, armament, security, first aid, ditching and radar, carpet and chaff. Further specialized courses are given the Pilot, Co-Pilot, Engineer and Assistant Engineer, Navigator, Bombardier and Radio Operator.

Refresher classes each week are given to each crew member. Gunners receive practice in turret operation, nomenclature and malfunction of the .50 Cal. machine gun, Jam Handy, aircraft recognition, gunnery range

Plane Dives 14,000 Feet

It took both 2nd Lieut. James Mellon, 22, of Pittsburg, Pa., and his co-pilot 2nd Lieut. Robert Haas, Chicago, Ill., standing on the rudder bar, to keep their ship in even trim after three engines cut out returning from a mission. Reports tell of the plane dropping from 14,000 feet to a few hundred feet in a matter of a few seconds.

Bringing her out of the steep dive, the momentum carried the plane back to an altitude of 13,000 feet where two more engines were induced to run.

and other specialized subjects. Pilots and Co-Pilots practice in Link trainers, Bombardiers in bomb trainers, Navigators study radar and many other courses.

Peace Treatment

For a year the 459th Bomb Group has been administering a «Peace Treatment» to the enemy in an effort to beat him into submission, teaching him a lesson in war that will never be forgotten.

This treatment is destruction...the blasting of his forces and the elements that grease his ever weakening military machine. In 200 missions, hitting all types of targets, the 459th has worked toward the restoring of the distorted and fanatical Nazi minds back to normal. This is the only kind of «medicine» to which suffering from the enemy's kind of sickness will respond.

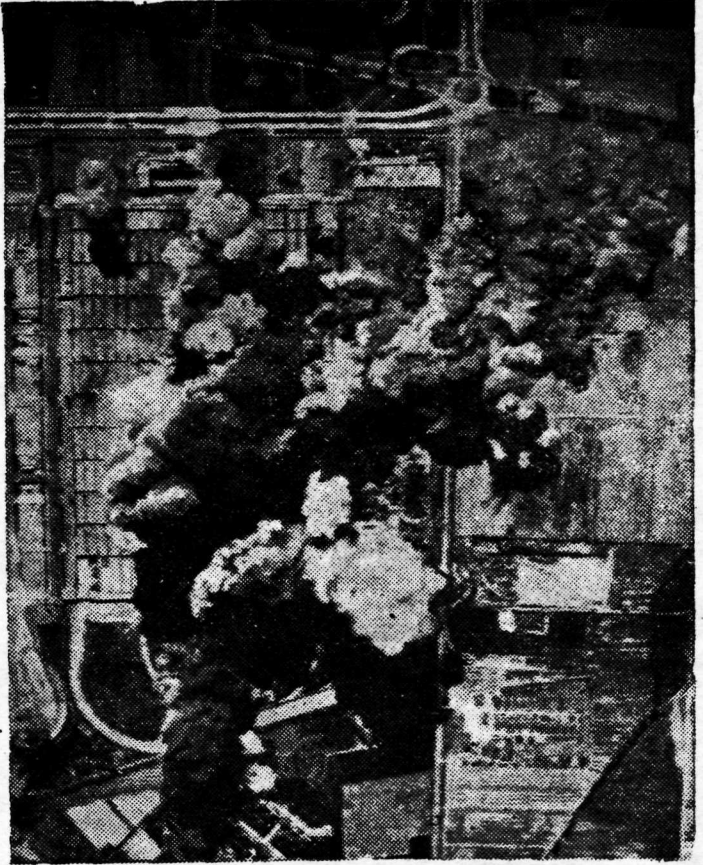
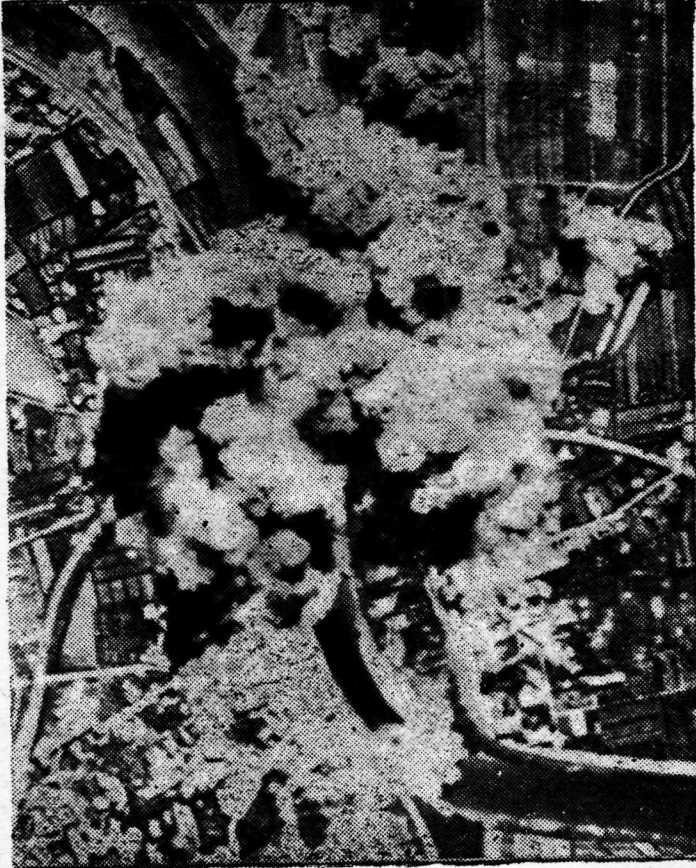
The 459th has not destroyed an «ism». Ideals can wait for peace. When the enemy and his materials of war have been completely destroyed; then is time enough for the conception of treaties. Hitting the enemy with flaming guns and tons of bombs is our duty and we will continue with our «treatment» until the world pronounces the enemy cured. This is our first 200 missions. This is our «Peace Treatment».



A superb job



by the 459th Group
W. F. ...
 Maj. Gen. U.S.A.



(Above) Latisana railroad bridge between Southern Germany and Northern Italy; Fiat-Mirafiori automotive plant, Northern Italy. (Below) Dubova Oil Refinery in Czechoslovakia; Nova Schwechat Oil Refinery at Vienna.

A PERFECT PATTERN

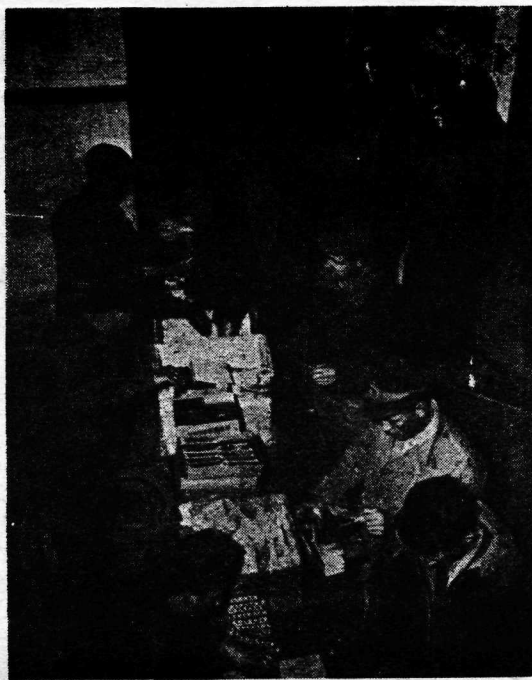


	6,400
COMMUNICATIONS	
	1,649
AIRDROMES	
	704
AIRCRAFT FACTORIES	
	OIL 2,316
INDUSTRIES	767
HARBORS	485
GROUND SUPPORT	828
TOTAL TONS	13,149



My Aching Molars — (Above) Group dentist, Capt. Robert Soloway, getting ready to drill on a defenseless G.I.

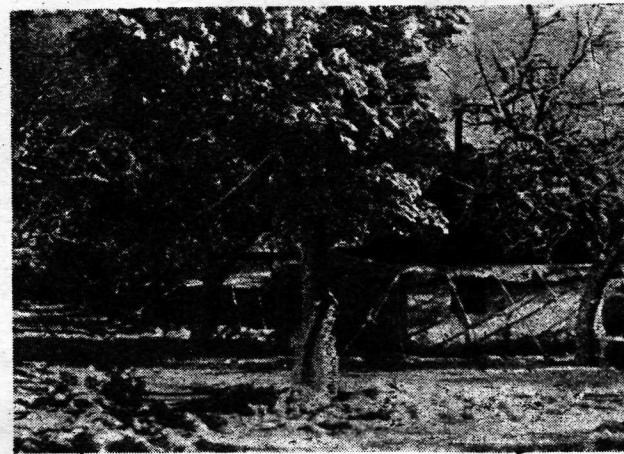
Rhouia the Arabian Dancer — (Below) It was the consensus of opinion when she danced at this base that she showed more curves and twists than a P-38 in a dog-fight.



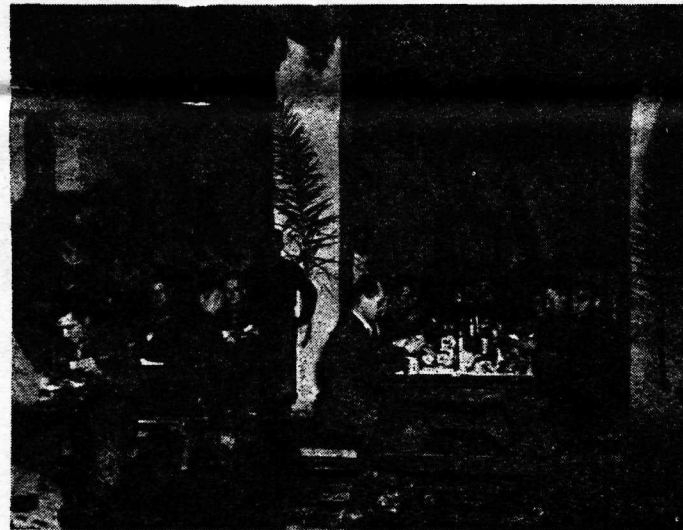
Ye Old Sweet Shoppe — (Above) In other words, the PX line, every day, all day.



« Sunny Italy » — (Above and below) Two Chamber of Commerce pictures.



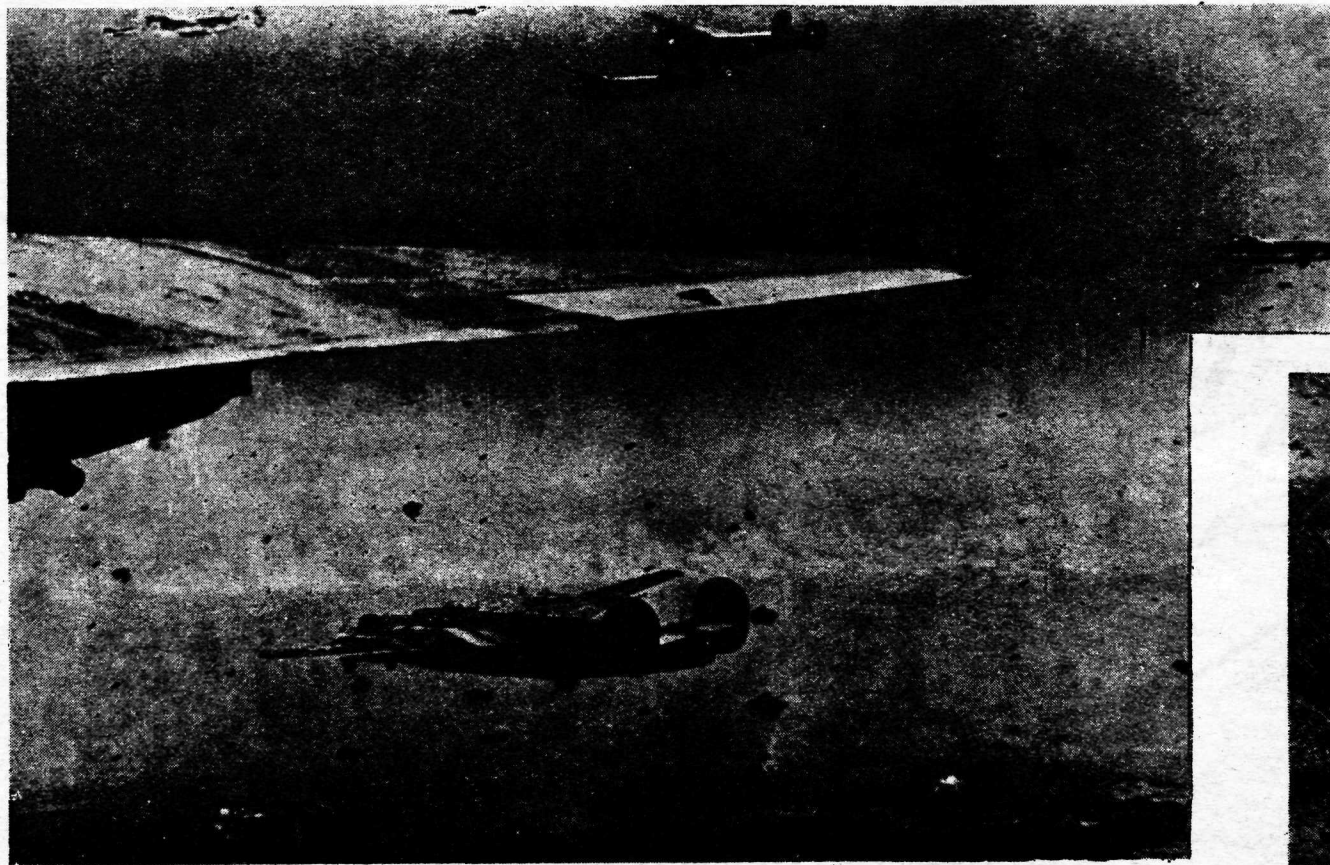
Lethal Louise — (Above) As pretty and dainty a bombardier as ever graced any B-24!



Christmas with all the trimmings — (Left) The men dream of home, but agree the Army went all-out to make it as pleasant as possible.



Buono Lavare — (Above) The hot showers at the 759th help combat the Italian mud.



Bombs Away — (Left) The mission reached its climax in a flak-filled sky.

One-ton Pillow — (Below) Rotund Haase, « Bomb Jockey », needs no bed of roses for forty winks.





OMINOUS BEAUTY -- OVER THE ALPS TO VIENNA



« D For Dog » — (above) « Scrappy » and Theodore Carides, Ground Station Radio Operator.



Luftwaffe Walkout — (above) A German DÖ 217 after crew crashed at this base.



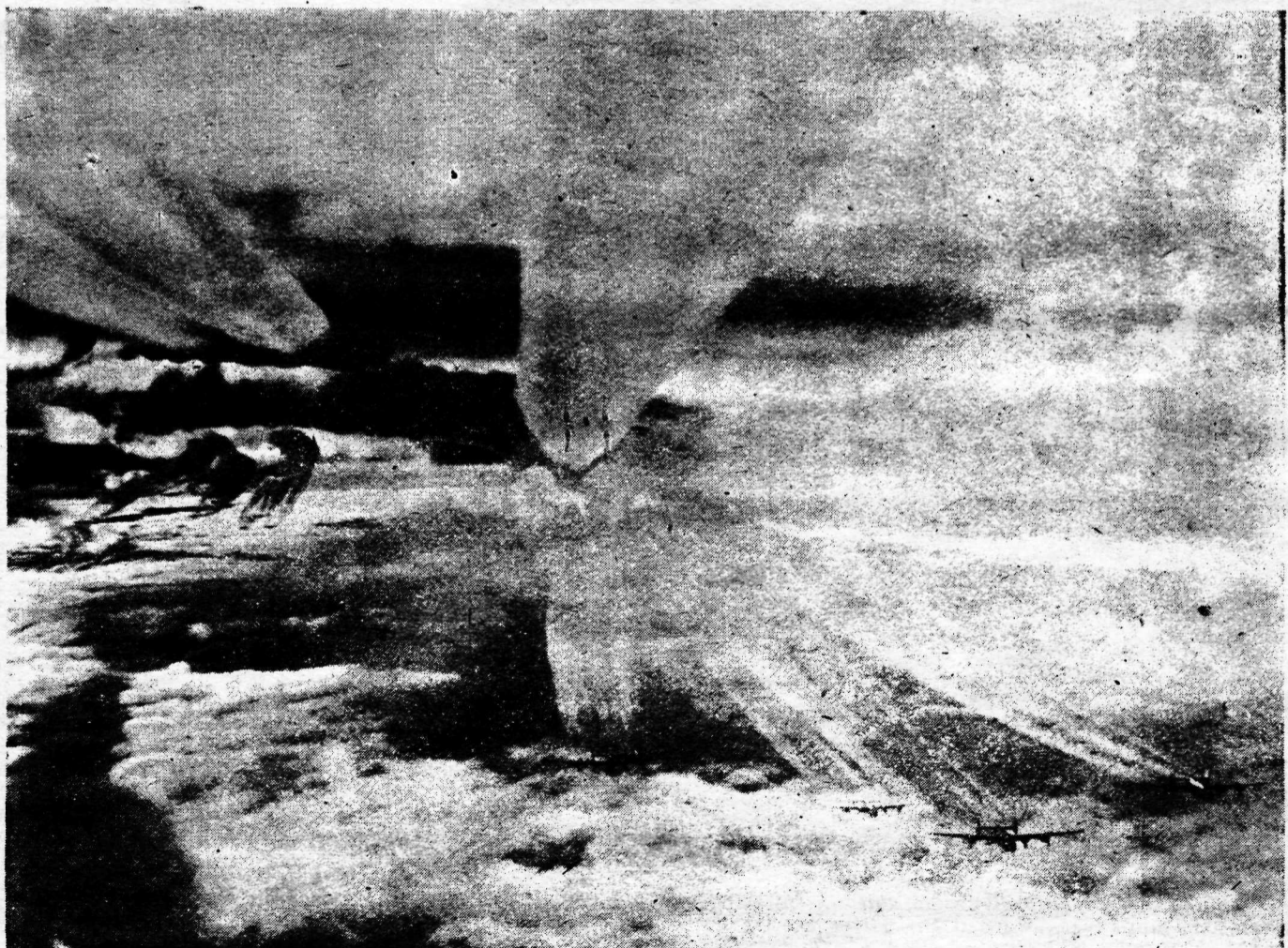
Man From Mars — (Above) Aerial Photographer ready to take bomb strike Photos.



Soup — (left) Chow in the making by Donald E. Gerundo, Mess Sergeant.

Skyway to work — (below) Vapor Trail photo taken by Sgt. Raymond J. Brisson.

Ticklish Job — (below) Ordnance Man Fusing 100 lb. bombs inside bomb bay of B-24.



Gunner Sees Self As P.O.W., Angel, Fish

Finds Time to Think While "Sweating it Out"

S/Sgt. Paul F. Stress, 21, of Sugar Creek, Ohio, is a radio operator on a Liberator bomber. But on a recent mission against a German target in Austria, he had visions of himself as (1) an angel, (2) a prisoner of war and (3) the world's best distance swimmer!

Following the bomb run on an oil refinery at Graz, Austria, Sgt. Stress was manning his waist gun on the look-out for Nazi fighters. Everything was going smoothly however, with no opposition and very little flak. He just watched the scenery roll by below thinking how much it resembled the rolling hills of Ohio.

Then the pilot, 1st Lt. Howard G. Beck of College Pt., N.Y. called to the crew that No. 1 engine was out and he had to feather her. It was nothing to be alarmed about, since a B-24 can easily hold her own on three engines. But about five minutes later another engine quit and the 30-ton bomber dropped like a rock.

"When she did that," said Sgt. Stress, "I never thought we'd pull out. I could just see myself ordering a golden harp and a pair of wings!"

However, the pilot got the plane on an even keel and ordered the crew to stand by to bail out and to ditch all excess weight. They were still deep in enemy territory and if they parachuted out, there was little chance of avoiding capture. It was while he was tossing ammunition, guns and flak suits from the plane that Sgt. Stress had visions of a prison camp deep in Germany.

With the plane lighter, the pilot was better able to control it and the rate at which she was dropping decreased considerably. From here on, it would be a case of "sweating it out."

When the two engines had gone out they were flying at 16,000 feet. As they maneuvered around the peaks of the mountains in Yugoslavia, the altimeter read 8,000 feet. At 5,000 feet they started across the Adriatic Sea and each minute brought them closer to that icy blue water.

Stress could just see himself paddling through the water and it is a long, long swim to Italy. But as the chills were running up and down his spine, they

AWARDED DFC



(Above) Colonel H.K. Mooney, Commanding Officer of the 459th Bomb Group is being presented with the Distinguished Flying Cross by Brig. Gen. Fay R. Upthegrove, Commanding General of the 304th Bomb Wing.

Col. Mooney, Seven Others Get DFC

Looking For Film? Try Photo Section

Capt. Anderson, officer in charge of the photo section, claims that if all the aerial film footage used were unreel and laid out end to end, it would reach a distance more than 78,000 feet. T/Sgt. "Chuck" Kovalchuk and his crew of shutterbugs had to print and develop it. Between photos for U.R.'s, necessary photos of personnel, special requests from the different sections and other requirements, more than 150,000 other photos have been processed.

hit the Italian coast and sighted an emergency landing field while less than 1,300 feet off the ground.

"When I stepped out of that plane," he later recalled, "I heaved a sigh of relief and said a silent prayer of thanks for my pilot, Pratt & Whitney Co. and Consolidated Aircraft!"

Gen. Upthegrove Makes Awards; Two Get Soldiers Medal

Col. H. K. Mooney, 459th Commanding Officer, was recently awarded the Distinguished Flying Cross by Brig. Gen. Fay R. Upthegrove, Commanding General of the 304th Bomb Wing.

The award was made for "meritorious achievement in aerial flight against the enemy on a mission over Germany on 2 December 1944," at an impressive out-door ceremony at which nine other awards were presented by the General. At the same time, Lt. Col. Landon E. McConnell, Deputy group commander was also presented with the Distinguished Flying Cross.

Col. Mooney assumed command of the 459th Bomb Group on August 17, 1944. He attended Tulane College and then went to the United States Military Academy at West Point, N.Y., from which he graduated in 1931. He took up flying in September of that year and has been on flying status ever since. He spent four years with the 20th Pursuit Group and the following three years as operations officer with the 38th Reconnaissance Sq. at March Field, Calif. In 1940, Col. Mooney was sent to the Canal Zone with the 7th Recon. Sq. as commanding officer. He served in the Canal Zone until the middle of 1943 during which time he held positions as Group Commander in the Canal Defense Command and training officer of the VI Bomber Command.

While serving in the Galapagos Islands, he acted as base commander of the Army Air and Naval Forces defending those islands. Returning to the United States in the middle of 1943, he served as Group Commander for the 40th Bomb Group, flying B-29s.

He was appointed Colonel in March, 1942 and received his rating as a command pilot in November, 1942. Col. Mooney has also been awarded the Legion of Merit and the Air Medal. While serving as Deputy Chief of Staff with the 2nd Air Force he was commended by Maj. Gen.

Brooklyn Gunner Favors Single Plane Missions

"Voice of Experience", With 52 Missions, Flies All Types

T/Sgt. William J. Kelly, 21, a B-24 engineer-gunner, of 292 Lincoln Place, Brooklyn, is regarded by newly-arrived combat men as "The Voice of Experience". In eight months of combat duty, he has flown 52 combat missions over the hottest targets of the 15th Air Force. Forced to bail out over Yugoslavia he returned to fly again within 15 days. And he went on the first night mission his Liberator wing ever flew. When he started evaluating the three types of combat missions he has flown, single, night or weather and formation missions, every one quieted down and listened.

"The single plane mission is my favorite, especially the weather type. You're up there with your own crew and the Skipper keeps you in on the know all the way up and back. You don't have to sit there and try to guess the way the formation leader will act at any point. Also when that old flak starts popping, you're free to use as much evasive action as you want and I want plenty. In a formation you have to plow right through it. You must stay in your appointed slot. After bombs away it makes you feel good to get that personal feeling of knowing that a swell job was done by the teamwork of the crew. And another thing, you don't have to circle the field for an hour until each plane gets into its right position as you are do in formation flights."

"Those night missions in which you have to do everything by touch give me the creeps. You see shooting stars and because every one is so tightened up you get to thinking it's an enemy fighter. Then

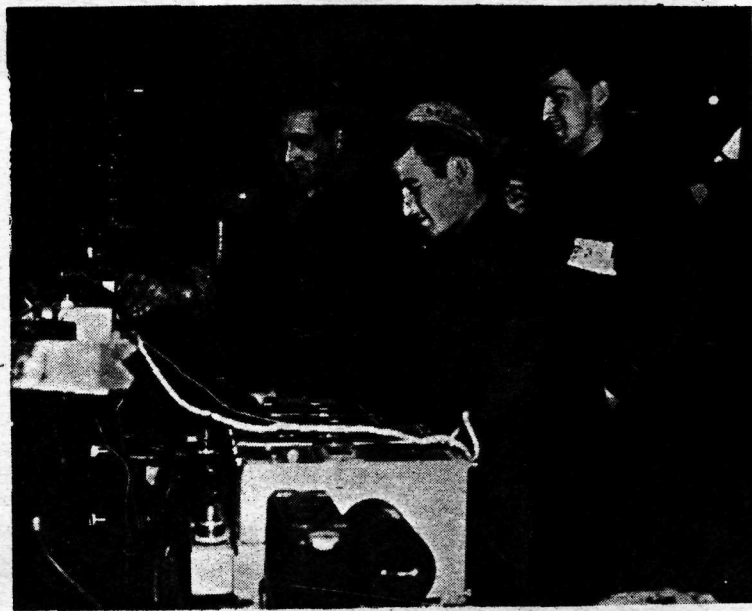
we really start sweating. One time I called fighters at 10 o'clock from my top turret. Then the right waist gunner called shooting stars from the same position. Whatever it was, it disappeared into the blackness and we still don't know who was right. At night the Jerries plot your course by lighting up a triangle around you and then figure your position by trigonometry. I guess. If that doesn't work, they just light up the whole sky as they did over Vienna one night and we stood out like a civilian in the chow line.

"If you ask me, the lone wolf mission is the only kind I'd fly. The formation is kept on the ground, but a few single planes can make it to the target and back. You can see well enough along the way to dodge anything that comes up. Those thick clouds give me more of a sense of security against fighters than a 50 bomber formation. On the way up to Munich a few weeks back, we were hopped by fighters. We salvaged our bombs and then led those so-and-so's a merry chase. And when we ducked into a bank of clouds, they had as much chance of finding us as a glass of milk in Italy."

"But there's one thing you'll have to say about the daylight formation. We can lay a pattern of bombs on the target and that gives us a much better percentage chance of knocking out the objective. The way I feel about it is that what you can see doesn't scare me half so much."

A graduate of Holy Trinity High, Sgt. Kelly was employed by N.Y. Journal American in its press department before joining the Air Corps in March 1943. He received his gunner's wings at Harlingen Field, Texas, and technical maintenance training at Keesler Field, Miss. He has been awarded the Air Medal and three Oak Leaf Clusters.

WILCO, ROGER AND OUT!



(L to r) M/Sgt. Harry Weiner, Cpl. Charles Bryant and Capt. Russell T. Lee are shown testing the radio equipment for a B-24 before it is installed in the plane. If one of the planes are forced to ditch, the radio represents the difference between a long icy swim and immediate rescue.

U.G. Ent "for superior work".

The following named men were also presented with the Distinguished Flying Cross at the same ceremony:

Capt. Norbert R. Batchelder, pilot for action over Germany on 22 Sept. 1944.

Capt. Sidney L. Ruff, Jr., pilot for action over Germany on 22 August 1944.

1st Lt. William B. Chapman, navigator for action over Austria on 4 Nov. 1944.

1st Lt. Lloyd A. Olsen, pilot

for action over Germany on 17 December 1944.

1st Lt. Harold Rau, Jr., bombardier for action over Austria on 7 Oct. 1944.

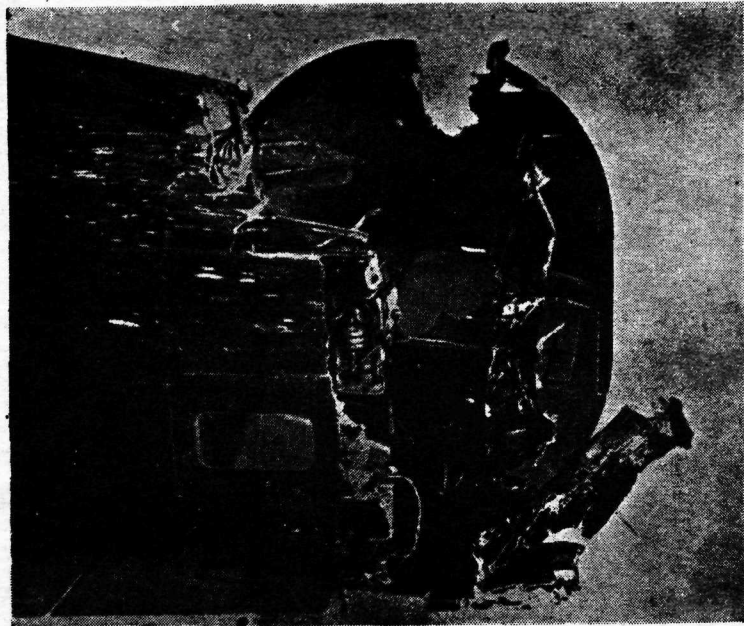
1st Lt. Donald W. Ownbey, bombardier for action over Yugoslavia on 19 Jan. 1945.

The following men were present with the Bronze Star award:

M/Sgt. Paul K. Marshall of Fort Loramie, Ohio.

Pfc. Merlin J. Brockmeyer of Camden, Ohio.

FLAK HAPPY



Entire tail turret, left rudder and elevator shot away by flak and the right rudder and elevator damaged, this B-24 was able to find a target of opportunity, drop its bombs, and then land safely at a friendly airdrome. For this feat, 1st Lt. Donald Stevenson, pilot, was awarded the Silver Star.

GETTING WAR WEARY

Writer Buzzes Area; Collects Frags From GI Prop-Wash

by Sgt. A.J. Currie

Now that we have all completed our first year of operations and are veterans of twelve 'grueling (?)' months overseas, let us wander among the 'pois-analities of de group' and record our impressions. We tread with a very light touch and trust we do not tread on any toes... For many of us our friends and neighbors got us into this racket and they saw in us the 'stal-wart youth of America' ...Ah!, but let's see in what light our present neighbors hold us! (Ed: I just looked up the word 'stal-wart' — this guy *must* be kidding!)

As we meander past Group headquarters we spy our old friend JOHNNY GAIT with the promise of some results on one of his ever-pending deals. You may wait around for a few minutes (or months) for the results but we are going ahead. Ah, ha! As we round the corner towards Operations we catch the buzz-buzz-buzz of SOHN and his 'S-2 Rumor Train' — « Say Fellows did you hear the latest...? » And then we hear the sad wail of « Writer's Cramps » RICCI, « Another one of my gals got hitched! » Watch out men! ZZzooo. Nope, isn't Superman, just 'Chow-Call' TALBOT making a mad dash towards the Mess Hall and nosing out Tower-Man Campbell by the narrowest of margins.

Follow me men and I will lead you over yonder hill to the 758th Bomb Sq and as we stop by the Orderly Room we can hear 'six stripes and a diamond' SCHOICHET sounding off — if he has all the discharge points he claims, he'll be bucking 'Hap' Arnold to be the first one out of the Air Corps after the war! Over to Operations and BOB SCHLENDER: « So I sez to Capt. Hill, I sez...! » Bob will get to run Operations yet! But let us not tarry here — I smell the fumes of Rum and Coke issuing forth from the EM Club, so let us beset the proprietor to quench our thirst. Thar he is, JOE KNAPP — the gear that runs 'Joe's Dive'. He settles all arguments in a hurry — throws two pair of boxing gloves to the contestants and then grabs a baseball bat and acts as referee!

Some of the engineers come piling into the Club — there's SAM SHANBLOTT. Moe was co-pilot on a mission back from the Service Sq — but the 'flak'

was too rough! BEN WENCKA-TIS is just like clock-work: Make... break... make... break... make... break! It's Pfc. right now, isn't it Ben? Only the first two of a famous trio can get into the club — JOHN NANSEN, RAY LOPEZ and 'Our Devotion' (last reading was 84 missions and she's still going strong!) — Say, who's that coming in now—Oh! It's ARLIE GARDNER — we thought for a moment it was CLEM MORRIS...

Communications puts in an appearance in the form of BILL WOOD and ED McLERNON: « Never put off till tomorrow what you can do tonite in the dark! » IFSHIN, LETO, MALTZ, GIBLIN and CURRIE:— « And to the north, south and west of the United States lies the country of Brooklyn! »

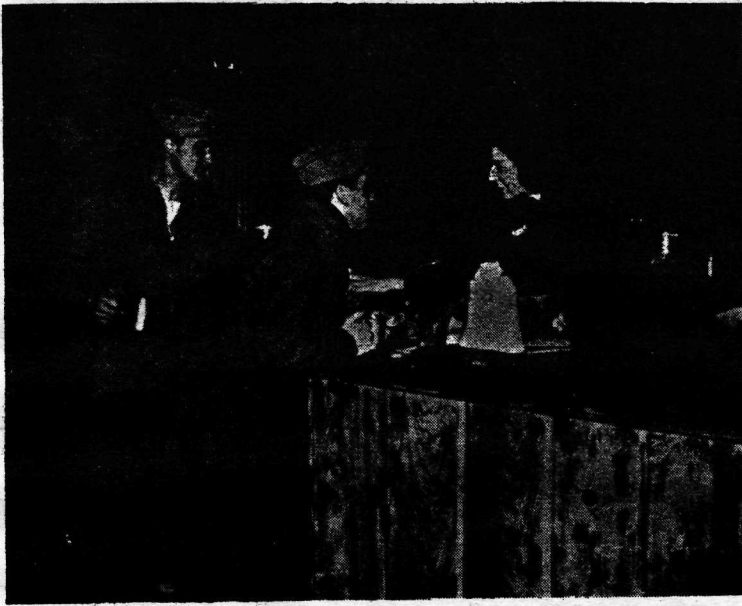
Bet enough for the '58th, so let us wind our weary way towards the 759th — the outfit that kept the rest of the Group clear by building the showers when we first got here. First of all Congratulations on a Blessed Event: Not one, not two or three — but ten little ones and the proud mother is LASSIE, and ahem, if we might pull a pun — It looks as tho Lassie didn't come home in time!

The '59th has the only man who doesn't bother with red tape in getting something in the Army, BERRY relies solely on his 'Moonlight Requisitions' and « Cutter » Puckett and at last reports he was doing nobly — and not getting caught! The result of a necessary evil, KAS-PRYZ holds the unique title of 'King of the Latrines' — but he only builds them... also mess halls and other assorted items of carpentry.

POP SAGEN holds down the job as proprietor and bartender of the 759th EM Club... and during the week if you drop in at the club, you can find 'Heine' ZWEIFEL holding his 'prayer meetin' with the 'Amen' Boys. Any hour of the day when they haven't anything to do you can probably find the following quartet playing their favorite game of Pinochle — whether in a tent, the club or the flight deck of a B-24! — MASTANDREA, LOUIS, DAVIES and POLLAK!

WOODY WOODWARD claims the longest mustache in the 759th — if not the 15th AAF! Some people claim he is going to put air brakes on it — and if they can mount an engine on each side, they may give him a 500 lb. bomb and send him aloft with the big ones! Running a close second to Woody is R.R.R. — Robert 'Rumor' Reading who

COFFEE AND DO-NUTS



« Steve » Chaconas, Red Cross, is shown passing out the post-mission treat to T/Sgt. Rubye F. Sheffield, 759th radio operator. Maj. Jolissaint, 759th, C.O., pauses for a few words with « Steve ».

A LETTER HOME

Dear Mother,
Tonight I am back in the squadron once more, writing by the aid of a kerosene lamp after seven glorious days of electricity, running water, soft beds, a pleasant atmosphere—and nobody shooting at me.

For seven days — a whole week — I slept between sheets on a soft mattress on a bed with springs. I ate my meals from a white linen table cloth, read magazines under an electric reading lamp, listened to my favorite songs played by a juke box that had adhesive tape across the coin slot. Even the lighting of my cigarette was taken care of by waiters in white coats, who also helped me on with my jacket.

I wore no hat, wore my leather jacket, didn't salute one officer, and I stayed in bed till I felt like getting up, and then I could open the French doors of my room and walk out into the morning sun on the patio.

For a week I was a tourist in a land of legend, beauty and wonder. It was the Isle of Capri.

Last Monday the boys and myself left the squadron early in the morning by truck and arrived at Naples in time to catch the boat to Capri. I will never forget our ride for the road is so beautiful and the sights so interesting. The road winds twisting and turning up to the very top of the Italian mountains, at times taking you near the brink of precipices where thousands of feet below there are valleys and flowing streams, while on the opposite side, towering above you, are more mountains.

Typical Italian homes dot the landscape, their quaint beauty captivating our constant attention.

The boat at Naples was an Italian excursion steamer that had seen better days, but at any rate it got us there. The harbor at Naples was fascinating. A galaxy of ships was anchored there of all sorts and sizes, and among the larger ships were many small vessels of Italian fishermen, typical of the laughing, singing, happy people of this land before the war.

As we eased our way out of the harbor into the breakwater, new sights came to view. And top ranking on that list was Mount Vesuvius, the world's largest volcano, rising majestically out of the sea. It seemed, on our left, its lofty peak enshrouded in an eternal halo of clouds, plumes of smoke climbing peacefully skyward.

Looking into the distance ahead of the pitching tossing bow of the ship, now in open water, we could see Capri, but our gaze kept returning to Vesuvius near the ancient buried and rebuilt city of Pompeii.

As we kept eagerly looking forward from the boat I soon discerned the twin rocky peaks of the Isle of Capri and we docked shortly after. From the distance the island does not look inviting, but as we drew closer many interesting sights unfolded. Row boats appeared with men and women selling souvenirs, fruits and nuts. The whole waterfront is very colorful to the visitor.

The 8,500 inhabitants of the island seem to differ from those of the mainland.

Jeeps met us at the dock and took us to our hotel. Trucks are not used because of the narrow winding roads and the dead-end hairpin curves. I think my head turned as often as the driver's wheel. I was trying to take in all the beauty and strangeness of the scene. I was anxious to change clothes and start exploring this enchanting place which later we did.

(continued on page 15)

Group Receives 537,000 Do-nuts In Year's Time

Educated Toe Scores

The use of an educated toe is certainly not reserved for football according to crew members who flew with Lt. Nasief Swideay, Bombardier from Fall River, Mass., who used his toe as a sight on a target of opportunity over Czechoslovakia.

Unable to open the bomb bays over the target, Lt. Swideay spotted a highway jammed with German military vehicles and decided to drop his bombs there. While on the bomb run he discovered his bomb sight was out of order so putting his foot over the opening he sighted over his toe. Members of the crew scored it as a direct hit.

is usually good for three or four 'hot' ones each day!

Watch the sparks fly as 'Head-set' ANSETT starts to jam the electrical system in the squadron which POLLAK and 'BUZZ SAW' DELA spent so much time perfecting. And last but not least with the 759th is 'six striper' BUTTS who claims some sort of a record with getting his plane aloft 47 consecutive times minus an early return!

ALLONS! Mes Amies — drain the last drops from your glasses and let us be on our way to the 756th Sq. Zebra GEORGE SHAW: When are you buying that fiddle??? Optimistic MARV GOEBEL: « You know fellows, things aren't too bad when you really think about it! »

HARRY 'Call of the Wild' RO-TUNNI and the 'Beacon Hill Express' BILL HUNNEWELL, prominent residents of the tent area of the 756th. To DON KE-HOSS 'If looks could kill, you'd come in last...' Famous Last Lines: MIKE DUDA — « I ain't gonna do it! » 'Low Flying' LAWSON WALLACE: « Hey Bub, when are you going to demand flight pay??? »

But time is hurrying Gents, so let us be on our way to the last Squadron that makes up the 459th Bomb Gp — the 757th « Christy's Wildcats »... Here are some of the sights that may be seen any day during the week. — Cpl. HENRY TOOPS at the head of the chow line at 1100 patiently sweating out the opening at 1130. FRANK DeHUFF going up for a sixth (6th) slice of SPAM and he wasn't winning a bet either! POP GERRARD returns from Barletta with a loaded six-by — Who is setting them up tonite???

Ground Men Lead Do-nut Consumption By 57,000

Miss Stephanie « Steve » Chaconas, Red Cross worker, estimates that she has handed out a total of 240,000 do-nuts to combat men returning from missions and approximately 297,000 do-nuts to other members of the group. How she arrived at the figures quoted above is something she would like to be able to tell. But she claims to do so might reveal a military secret.

One of the first persons to be assigned to this group on its arrival overseas, « Steve » has sweated out 'dates' with combat crews flying on almost every mission, and claims that she has every right to call herself a real 200 mission veteran. Flyers have learned to look forward to her quick, friendly smile and the refreshments that go with it. And they are never disappointed.

« Steve » used to serve her do-nuts out in the open under the big tree in front of group headquarters but now she has a regular do-not shoppe with all the fancy trimmings, including running water and stoves to keep the coffee hot. But she still uses the same old clubmobile to get around on the line any time of the day or night where the boys can take a quick break for « coffee and ».

« Steve » who hails from Washington, D.C., says « I came overseas because I thought I would like to help in the war effort. And when I see how much the men appreciate what the Red Cross is doing, I feel that I made a wise choice! »

Major FAUSNAUGHT and his standard piece of equipment — a steel tape. « What next, Oh Great Builder? » « Showers??? » SETH ALLSBROOK overheard discussing with himself the cuteness of yellow curtains with purple polka dots, or pink curtains with sky-blue boxes for the EM Club. Thats all right, Seth old man, we'll get you a nice drape shape straight jacket!

Farmer GERRY WEBER commenting authoritively on the 'Eyetic' plowing techniques versus his own as learned back in Sabula, Iowa. SY SILVERMAN staggering away from the Casa Postale with the umpteenth million Valentine card from Frances — And this after a year in Italy too!!

FINAL ADJUSTMENT



Tightening the last bolt on a new engine for a Liberator bomber. Capt. J.C. Curnick looks on as Cpl. William Heimburg and Sgt. Charles M. Sutton complete an engine change on one of the 459th's planes.

"Little Butch" Set Numerous New Records

Two Sets of Brothers
Manned Waist, Ball
Tail Guns

First ship to be assigned to the 759th, first with a nose turret, first to have a crew boasting twin brothers and another separate pair of brothers, first to have as mascot the popular and much loved canine pet, «Lady» is part of the story of «Little Butch», a record setting and long remembered ship.

«Little Butch» is now a war weary, the original crew returned to the states several months ago and «Lady» has wandered elsewhere but the memories of all will long linger.

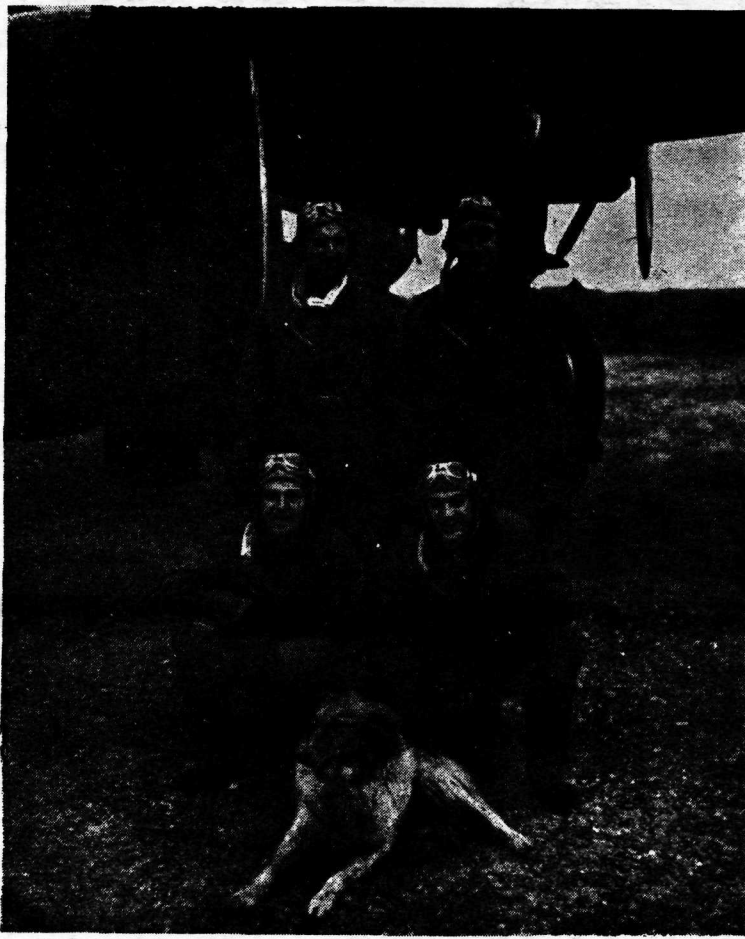
«Butch» flew 650 hours on the original engines and had its first accident on the 50th mission when it blew a tire on landing. It collected fewer flak holes than other ships although it was over such targets as Ploesti, Bad Voslau, Blechhammer, Vienna, Munich, Odertal and Oswiecim.

The twin brothers manned the Waist guns of «Little Butch». They were S/Sgt's Wade and Waite Goad from Harlingen, Texas. Wade is the older of the pair by five minutes, taller by half an inch and heavier by ten pounds, weighing 175 and being six feet tall.

The other brothers, S/Sgt's Hiram and Fred Calkins, Canadensis, Pa., fired the Ball and Tail turrets respectively. The remainder of the crew was 1st Lt. Robert Spargur, Batavia, Ill., Pilot, 1st Lt. Ivaon Liddle, Mt. Carmel, Ill., Co-Pilot, 1st Lt. Rees Groves, Tempe, Arizona, Navigator, 1st Lt. Luis Dellert, Mission, Texas, Bombardier, T/Sgt. Robert Basler, Indianapolis, Ind., Engineer, and T/Sgt. William Iannotti, Cranston, R.I., Radio Operator. Lt's Spargur and Dellert received the Distinguished Flying Cross for the bombing of Bad Voslau. The crew flew all their missions but one in «Little Butch».

The ground crew to whom goes the credit for the maintenance records set by «Little Butch» included M/Sgt. Richard Stollard, Dearborn, Mo., Crew Chief, Sgt. Paul J. (Cutter) Puckett, Newnan, Ga., AM, Sgt. Marvin Eizenga, Morrison, Ill., AM, Sgt. James Moods, Port Chicago, Cal., AM, and Cpl. Joe Gurino, St. Louis, Mo., Armorer.

TWO PAIR AND A LADY



Brother members of the ace crew who first flew the 759th's ace ship, «Little Butch» are the Goad twins, rear, the Calkins brothers, front, and «Lady», who was everybody's lady. The crew completed their missions intact, «Little Butch» is now retired as a war weary and «Lady» has disappeared since her masters returned to the states.

Lone Survivor Of Adriatic Ditching

Formation Jumped by 300 Fighters

There were three hundred enemy fighters in the sky over Munich the day T/Sgt. Arban Doss, 22 year old waist gunner of Affinity, W. Va., started out with his crew to bomb an oil refinery in that area.

He was singing—«No flak, No fighters—that's why my bomber comes home» when the formation was jumped. His plane «Naughty Angel» had three engines hit by flak. In a thirty minute running fight the plane was escorted from enemy territory by several ME-109's and two P-51's.

Watches 5 Gunners Slip Into Water From Nose Wheel

Twenty-four hours isn't very much time when you're enjoying yourself... or when things are going along normally. But try spending twenty-four hours on a choppy sea, trying to keep five men alive beside yourself... and seeing each one of them drop off into the darkness.

That is precisely what happened to Sgt. Paul Estep, 23, Mt. Union, Pa., aerial gunner and radio operator on a B-24 bomber. This particular morning in October, he and his comrades took off on a bombardment mission against enemy installations in Germany from their base in Italy. Slowly the planes completed their flight pattern and headed north. Sgt. Estep's plane held its place in formation, but over the city of Venice, Italy, the No. 3 supercharger went out.

The pilot decided that the trip was too long, so he turned to start back to his base. As the plane started across the coast, the German anti-aircraft batteries opened up. The plane was riddled from nose to tail and knocked completely out of control. The pilot and co-pilot did everything in their power, but the best they could do was to hold the nose fairly high as she dove for the water. The plane hit a terrific speed and the impact broke her in two by the ball turret.

When they hit the water, Sgt. Estep was momentarily stunned, but he and the other waist gunner made their way out the waist window, and swam away from the plane. The bomber sank in less than one minute...no time to break out the life rafts or rescue equipment. All the men had were their «Mae Wests» to hold them above

(continued on page 16)

Off-Duty School

(continued from page 1)

longer than twelve weeks duration and are made out on a progressive basis. The program is in charge of Captain Ben Dean, Special Services Officer and

handled by Cpl. Barron, also of Special Service.

The instructors, both officers and enlisted men, are almost wholly college graduates with teaching experience and many are nearing the completion of their work for a Masters degree.

HONOR ROLL

(Continued from page 6)

Donald R. Magnuson, Lexington, Nebraska
Kenneth B. Williamson, Hartford, Conn.
Jack B. Wright, Pine Bluff, Ark.
Staff Sergeant Arthur D. Droegemeier, Elsworth, Kansas
Noah M. Fryer, Forst City, Ark.
Nicholas Georgopol, Memphis, Tenn.
John W. Glidewell, Georgetown, La.
John W. Grap, Plainfield, N. J.
James A. Jenkins, Waterloo, Iowa
James H. Jorgensen, Omaha, Nebraska
Edward J. Keogh, Boston, Mass.
Ernest H. Koerner, Ervington, N. J.
Charles J. Larson, Fondulac, Wisc.
George W. Lawson, Trenton, Ga.
William T. Lewis, Dayton, Ohio
Jupiter Rivera, New York, N. Y.
Everett L. Ruhl, Kansas City, Mo.
James W. Smith, Texarkana, Ark.
Thomas J. Sullivan, Floral Park, N.Y.
Edward Vader, Kansas City, Mo.
William M. Wallace, Dundee, Miss.
Sergeant Richard E. Hintz, Tollison, Arizona
Peter M. Hose, Brooklyn, N. Y.
Robert W. Otto, Jerome, Idaho
Richard J. Pechin, Berwyn, Ill.
Warren S. Smith, Fargo, N. D.
Earl M. Sullivan, Washington D. C.
William M. Sutton, Abbeville, Ga.
Private John F. Wike, Warren, Ohio

SOLDIER'S MEDALS

Major John R. Mac Fadden, Hermosa Beach, Calif.
1st Lieutenant Leonard Levine, Brooklyn, N. Y.
2nd Lieutenant Harold Rau Jr., La Cross, Wisc.
Elmer L. Eilers, Sioux City, Iowa
Frank N. Spear, Pineville, La.
Master Sergeant Buford B. Edwards, Taft, Texas
Thomas W. Knight, New Brockton, Ala.
Henry F. Von Barga, New York, N. Y.
Technical Sergeant Emanuel Ashkenazi, Brooklyn, N. Y.
Charles Butcher, Shellick, Wash.
Donald D. Magnuson, Lexington, Nebraska
Harold Van Fossen, Philadelphia, Pa.
Staff Sergeant Jimmy E. Goodman, Clarendon, Texas
Charles E. Honaker, Mount Hope, W. Va.
Bert E. Kibler, Barry, Ill.
Joseph A. Rendelman, Philadelphia, Pa.
Harry C. Scningen, Elmburst, Dela.
Harry C. Stringer, Berkely, Cal.
William Thaxton, Lyman, Okla.
Alva W. Willis, San Francisco, Calif.
Sergeant James T. Allen, Savannah, Ga.
Frederick H. Eddy, Greenwood, R. I.
Paul E. Estep, Mount Union, Pa.
Regis H. Saur, West View, Pa.
Corporal Stanley R. Pellegrin, Warwick, R. I.
Private Charles H. Thompson, West Union, Ohio
Henry A. Sigler, Robares, Ky.

BRONZE STARS

First Sergeant James L. Deaton, Madison, Fla.
Robert E. Macaulay, Oklahoma City, Okla.
Master Sergeant Richard H. Grubel, Sioux City, Iowa
Floyd M. Irvine, Cleveland, Ohio
Park K. Marshall, Fort Loramie, Ohio
Edward P. Peterson, Loma, N. D.
George R. Shaw, Miami, Florida
Richard C. Stallard, Dearborn, Missouri
Edward S. Wykoski, Detroit, Mich.
Technical Sergeant Anthony Benkis, Boston, Mass.
Frank J. Doujak, Fort Smith, Ark.
James A. Donnelly, Baltimore, Md.
Harold L. Felt, Lafayette, Ind.
Louis G. Gardenas, San Antonio, Texas
Robert F. Goodlett, Dallas, Texas
Erwin T. Hanni, Milwaukee, Wisc.
Edward J. Kodet, Belvidera, S. D.
Earl E. Ringenberg, Tiskilwa, Ill.
Raul Saba, Dallas, Texas
Eimer F. Schott, Glencoe, Mo.
Steve J. Zalice, Rankin, Pa.
Staff Sergeant Herbert W. Anderson, Chattanooga, Tenn.
Albert Cassanelli, Springfiel, Mass.
George D. Elstrott, New Orleans, La.
Lawrence Grennan, Jamestown, Kansas
Desmond J. Hogg, Santa Monica, Calif.
Albert J. Jolicoeur, Cloquet, Minn.
Charles E. Karr, Ripley, W. Va.
Rufus L. Ketchum, Temple, Texas
Ralph R. Matteson, Waterman, Ill.
Francis X. Oliver, Cambridge, Mass.
Frank Pykus, Monsdale, Pa.
John J. Rice, Millerstown, Pa.
Robert E. Veir, Pasadena, Calif.
Robert C. Wilburn, Knoxville, Tenn.
Robert C. Wilson, Dosbay, Ala.
Staff Sergeant Emmet R. Wunderlich, Cleveland, Ohio
Sergeant Louis Harris, Chicago, Ill.
Raleigh E. Schwartz, Washington, D. C.
Private First Class Merlin J. Brockmeyer, Galva, N. D.
Ranks and grades indicated above are those shown in the General Orders under which the awards were presented.
* indicates award of an Oak Leaf Cluster to the Distinguished Flying Cross.

ALWAYS PREPARED



If and when an enemy fighter comes in sight, the gunner is sure of his weapon and ammunition. Cpl. Merlyn D. Underwood inspects and loads a feed belt while 1st Lt. Henry J. McAfee, Jr. directs repair of a .50 cal. machine gun by Pfc. Leland J. Hickman and Cpl. Isadore Rosen.

Group Athletic Teams Have Good Record In 15th Meets

Gridders Win Wing Title; Reach 15th Semi-Finals

Disregarding the usual procedure of individual brilliance and relying on team play, the 459th Bomb Group turned in one of the most consistent displays of all around athletic brilliance in the whole Mediterranean area during the past year. With the 758th Squadron leading the way, the Group advanced to the semi-finals of the 15th Air Force football tourney, winning the 304th Wing crown, and went to the Wing finals in basketball and softball.

The 756th, Group football champions, represented the Group in the Wing and Air Force meets. They smashed their way to the Wing finals by downing the 456th Group, 13-0, the 454th Group, 13-7, and Wing Headquarters on a forfeit, then came through with a last quarter score to squeeze by the strong 43rd Service Group, 7-0, to take the title. In the Air Force tourney, the 756th easily won their first game, 19-0, before being battered in the semi-finals, 21-0, by another Wing champion coached by the former All-American star, Banks McFadden.

Members of the first team were Ends—S/Sgt. Hamlin and Cpl. Roth; Tackles—Pvt. Beckwith and Sgt. Kehoss; Guards—S/Sgt. Tussey and Cpl. Juliana; Center—S/Sgt. Erb; Backs—S/Sgt. Brett, Cpl. Bennett, Sgt. Sweeney, and Cpl. Burke. Other members of the squad were Pfc. Stancit, Cpl. Richards, Sgt. Lepple, Cpl. Blankenship and Cpl. Krosbakken, linemen, and Pfc. Haskins, Pfc. Papparazzi, Sgt. Smith, backs.

The 757th cagers, led by Sgt. St. Germain, former All-State star from Michigan, Captain Roberts, formerly of the University of Wyoming and Lt. Col. Christy, former Oklahoma A & M ace, had little trouble winning the Group championship. In the first round the champs romped over the 759th, 36-19 and then went on to easily trim the 756th, 29-21 and the 758th in the finals, 29-12. In the Wing tourney the 757th, led by the superb play of St. Germain, fought their way into the finals with wins over the 456th Bomb Group, 36-30 and the 2232nd Quartermaster Truckers, 41-35, before dropping a last minute 42-38 thriller to the 455th Bomb Group, a team averaging six feet, four inches in height and boasting many former college stars. Other members of the 757th team were Lt. Reynolds, Sgt. Martins, and Sgt. Harmon.

The Group Headquarters softball team, led by the brilliant pitching of Cpl. Haines, won

War Produces New Triangle

Strange are the fortunes of war, and these fortunes may some day bring about one of the strangest reunions ever held by any family. The participants would be one American soldier and a German Naval engineer and Army pilot.

In the American corner would be Cpl. Alfred A. Kozel, a member of this Group from Flushing, N.Y., who served in the German Navy before coming to America in 1929. On the German side would be his two brothers, one a chief engineer on a submarine and the other a F-W 190 Pilot holding the rank of Major.

THE CHAMP



Joe Louis, heavyweight boxing champion of the world since 1937, has his gloves tied on by his manager during his appearance here last August with his boxing troupe. Joe was followed here in October by Billy Conn, number one heavyweight challenger and his troupe of army champs.

USO Presents Many Shows

The recent D'Artigea All Girl Orchestra show was the thirteenth big name USO show to be presented to this Group in the last year by the USO. Besides these there have been numerous other smaller units which did one night stands.

Preceding the All Girl Orchestra were the «Hey Rookie Show», the Operas, «Rigolotta», «Madam Butterfly» and «Tosca», and the John Garfield troupe, presented in March; the famous pianist, Rubenstein, in May; «This Is The Army» in July; Joe Louis troupe, and Bebe Daniels and Ben Lyons in August; «Barrets Of Wimpole Street» in September; Billy Conn troupe, and Benny Meroff in October; «Room Service» in November; «Ten Little Indians» in December and «Art Thou Cooking» early in February.

the Group championship by trimming the 758th, 2-1, and the Group All-Stars, 3-1, and then advanced to the finals of the Wing meet before losing a 3-2 game to the 456th Group All-Stars. In advancing to the Wing finals the Headquarters team defeated the 456th Group champions, 3-2, and the 43rd Service Group, 2-0. The 456th All-Stars later advanced to the Allied championship tournament at Oran after winning the 15th Air Force title.

Members of the Group Headquarters team were Cpl. Weinberger, catcher; Cpl. Haines, pitcher; Sgt. Gorman, first base; S/Sgt. Senner, second base; Sgt. Bindernagle, third base; Sgt. Shaw, shortstop; Sgt. Campbell, left field; Sgt. Deutsh, center field; S/Sgt. Schmandt, right field; S/Sgt. Talbot, short field; Cpl. Fhippen, utility infielder and Pfc. Smith, utility outfielder.

The 757th boxing team represented the Group in the Allied boxing tournament, sending six men. Cpl. Organski and T/Sgt. John Martin advanced to the finals before losing. Martin was defeated in the closest and hardest fought bout of the meet by the British champion, Tommy McGovern, who later went on to capture the Allied championship title in the Lightweight division. The 757th team was composed of Cpl. Organski, featherweight; T/Sgt. Martin, light-

Louis, Conn Appear Here

Heavyweight champion Joe Louis, who won his crown in 1937 with a knockout victory over Jimmy Braddock and number one challenger and former light-heavyweight champion Billy Conn both appeared with boxing troupe's before 459th personnel last year. The two, who staged the last heavyweight championship bout with Conn becoming a knockout victim in the 13th round, after having piled up a big lead on points, were on a prolonged tour of the whole European theatre with their boxers.

S/Sgt. Louis was the first to arrive, presenting his show August 24 before an audience of 10,000. Besides the champ, the troupe included Jackie Wilson, a leading welterweight contender, Bob Smith, a heavyweight, and Nicholson, Joe's sparring partner before the war. Four bouts between local talent preceded the main event.

Conn arrived at the 459th in October with his troupe of G.I. champs. The first three bouts, between the winners of the allied tournament held in England, were among the best seen in this area. In the feature attraction Conn boxed one round with Jimmy Wade, winner of the Allied light heavyweight crown and then fought two rounds with Harold Rankin, winner of the allied heavyweight title.

weight; Cpl. Hershberger, middleweight; Sgt. Brown, middleweight; Sgt. St. Germain, light heavyweight and Cpl. Timpona, welterweight.

The 758th Squadron represented the Group in the Track, Swimming and Volleyball championships. Sgt. Sebella was the only swimmer to compete, losing in the early eliminations in the 100 meter freestyle. The volleyball team advanced to the Wing semi-finals before losing to the 454th Group. In the track meet, Lt. Weldon won the section high jump with a leap of 5'9" but was later defeated in the Bari meet. Lt. Temple qualified in the shot put finals but was also defeated at Bari. Sgt. Toplanski finished sixth in the three mile race.

A LETTER HOME

(continued from page 13)

Our hotel was beautiful. Tiled mosaic floors, game rooms, a lovely dining room with windows open to the fresh sea breezes, giving delightful views of a small cove and the tennis court. Flowers bloomed everywhere all year round.

We had dinner after we unpacked and got into comfortable clothes, then we started out to really enjoy our vacation.

On this our first night at Capri, we met Giuseppe Busetti, who soon became «Tony» to our crew. He was really a good guide. Not a money grabber as so many native Italians are. Instead he bargained and argued his countrymen down to prices more near a G.I. level when we made purchases.

I will never forget «Tony of Capri»—Giuseppe Busetti as we first saw him standing there in the town square. He was wearing dark trousers, a brown suede jacket over a sweater, and a blue beret on his curly black hair. Swarthy complexion, a neat mustache, and piercing black eyes were outstanding.

We thought he was about 30 but we later learned he was 43, but he could beat all of us walking two miles up the mountain to the palace of Emperor Tiberius.

For 5.50 dollars we toured the island in a small car. We went by boat to visit the Blue Grotto and the steep cliffs of the island where they make a sheer drop into the sea.

San Costanzo, the oldest chapel on Capri, was built in the twelfth century.

At Anacapri, the highest part of the island, we visited a very interesting place. There we found the church of St. Michele. On its marble floor a 17th century artist designed in plaster scenes depicting the Creation.

From this place comes the legend of the little lucky bell that everyone buys while at Capri.

Once there lived a little shepherd at Anacapri and he was the poorest of the poor children. His only possessions were a small hut where he lived with his widowed mother and a tiny sheep, that he pastured on the slopes of Mount Solaro.

As the legend goes he had stopped at dusk one night to pick some flowers and when he called his sheep he could find it nowhere though he could faintly hear the tinkling of a small bell. Thinking it was the bell about the neck of his sheep he hurried forward unmindful of the thorns and thistles on his bare feet, or of the darkness of the night.

Just on the brink of a great

Former Medic Treats Bomber

Patches Prop Controls With Wire From Heated Suit

S/Sgt. Andrew J. Machuga, 33, of 4540 Washington St., Denver, Colo., a former member of the Medical Corps and now an engineer-gunner on a B-24, proved he was just as adept at giving first aid to a bomber as he once had to men.

On a 15th Air Force mission to bomb the vital Nazi oil refineries at Odertal, Germany, Sgt. Machuga's Liberator was a few minutes away from the target, when the electrical mechanism that controls the pitch of the propellers went out. This meant that the plane was using up a maximum amount of gasoline, but not getting maximum speed.

Losing formation speed, they bombed the target alone, and then started for their home base, a lone straggler, many miles behind the formation. Not only were they faced with the danger of attack from enemy fighters — who consider a straggler a sure victim — but at the rate they were using gas, and their slow speed, they would not have enough fuel to reach Italy. The prospect of a crash landing, or ditching in the Adriatic, looked very near.

S/Sgt. Machuga, who is «strictly on the ball», did some fast thinking. Ripping some wire from his electrically heated suit, he connected the upper turret power unit with the prop governors, thus providing current that enabled the pilot to get the right pitch, and regain air speed. The crew still sweated it out, as they knew they had used up a lot of fuel, but they finally made a safe landing at their base a short time after the rest of the formation returned.

precipice he was halted by a blinding flash of light which also revealed St. Michele resplendent on a white horse.

«My boy», said the saint, taking a small bell from his neck, «Take this bell. The sound of it will keep you from all harm or danger».

The lad took the bell home to his mother and from then on his life was peaceful and pleasant.

The church of St. Michele is said to be built over the spot where the vision appeared to the poor shepherd lad.

I could go on for hours about Capri but I am getting very sleepy.

Love to the folks,
Jim

BOMBING UP



A crack Ordnance crew delivers load of 500 lb. bombs which 'Miss Marcia' will carry on a mission to Vienna. The crew, supervised by Lt. Wm. Ryan, consists of (l to r) T/Sgt. J. Hagel, S/Sgt. C. Patty, Cpl. R. Grady, Cpl. R. Shindle and Cpl. S. Love.

Prelude And Promise

(continued from page 5)

Schwechat Refinery which is located in the area commonly referred to as the «Vienna Oil Complex».

...Other Objectives...

In addition to the vitally important poundings on oil and aircraft targets, the 459th has given direct support to our ground forces on many occasions. On August 12th, gun positions on the coast of Southern France were bombed and then paid a return visit two days later. On August 15th, the date of the invasion of Southern France, the beaches received their toll of bombs from the Liberators of the 459th Group.

On numerous occasions the Group has also, in direct support of Allied Forces in Yugoslavia, bombed towns where enemy troops were concentrated. Among those that were hit are Pryedor, Livno and Split. Targets in Northern Italy, especially along the Brenner Pass route have received many tons of bombs from this group also.

Communications have constantly been raided by the bombers of the 459th and shall continue to be among the group's main targets. Names of cities where bombs were rained on marshalling yards will long be remembered by combat crews—Vienna, Linz, Klagenfurt, Verona, Bologna and Munich.

Col. Henry K. Mooney replaced Col. Munn as commanding officer of the group on August 17, 1944. Col. Munn is now commanding officer of Davis-Monthan Field, at Tuscon, Ariz. where the group received some of its training while in the States.

The group's accomplishments have not been limited to the air alone, however. The maintenance, ordnance, clerical, armament and communications, and all other ground departments are equally proud of their records. Twice the group has flown ten consecutive missions. Only recently has it broken this record and established a new one by flying thirteen straight missions. The bombing of the Regensburg-Obertraubling Jet Factory was accomplished during this 'spree' of missions.

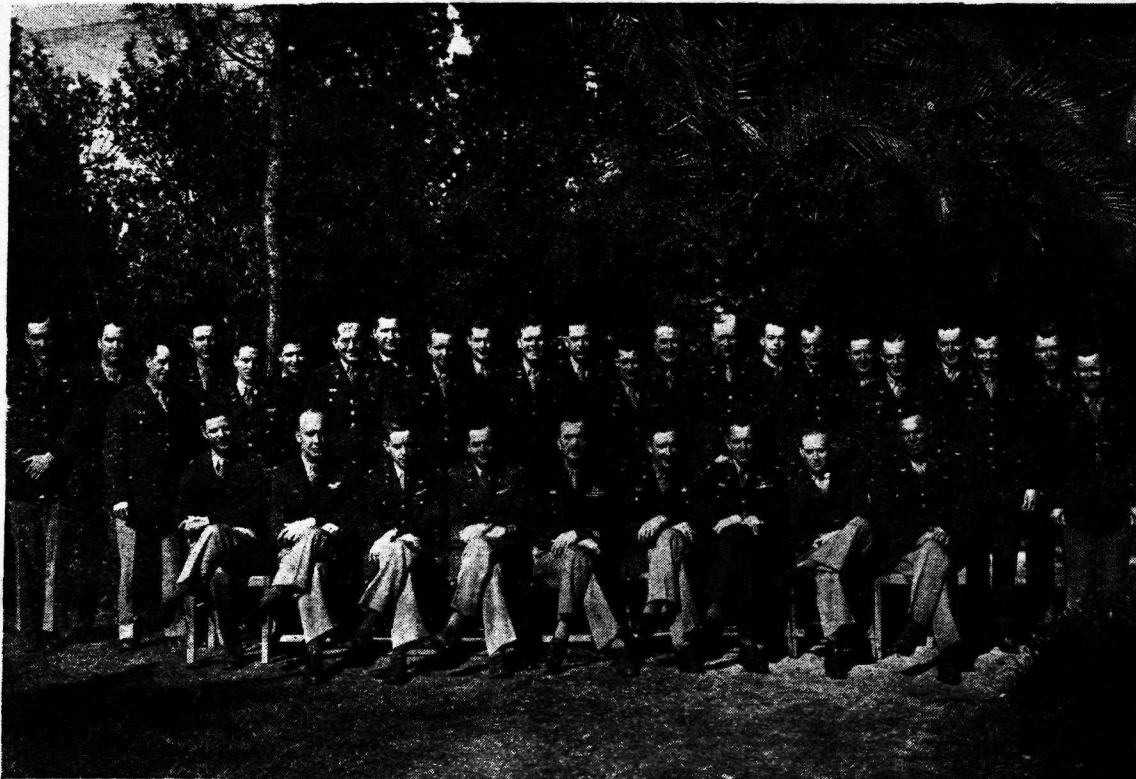
From March 2nd when it made its combat debut until February 27th, 1945, when it successfully completed its 200th mission, the 459th Bomb Group flew 6,040 sorties and dropped 13,149 tons of bombs over targets ranging from Velletri, Italy on the initial mission to the Augsburg marshalling yards in Germany on its 200th.

But 200 missions do not write 'finis' to the 459th's efforts... they are merely a prelude to, and a promise of the ever increasing role which that group will play in completing the destruction of the enemy!

"Fighting Mudcat" Hit 500 Times

The «Fighting Mudcat» in 53 missions, according to M/Sgt. John Corbin, 22, of Poughkeepsie, N.Y., her crew chief, «Took as much of a beating as any bomber took in its lifetime». According to a record kept by Sgt. Corbin, she sustained over 500 flak holes, had seven engine changes, fuel cells replaced twice, and bomb doors three times. The automatic pilot was shot out twice while the hydraulic system suffered the same fate four times; the rudder and vertical stabilizer once. The «Mudcat» also had a flat tire landing, coming back to base on that occasion on two engines.

COL. MOONEY AND STAFF



Seated (left to right): Maj. R.J. DiMartino, Gp. Communications Officer; Maj. C.R. Opper, Gp Operations Officer; Maj. C.R. Carlsen, Adjutant; Lt. Col. F.D.B.G. Hutchins, Executive Officer; Col. H. K. Mooney, Commanding Officer; Lt. Col. W.R. Boutz, Deputy Commanding Officer; Lt. Col. L. E. McConnell, Deputy Tactical Commander; Maj. O.R. Vernon, Staff Officer; Maj. J. R. Murphy, Material Officer.

Standing (left to right): Capt. W.L. Carss, Operations; Capt. G.H. Cliett, Administrative Inspector; Capt. R.A. Lawson, Ordnance; 1st Lt. W.C. Gleason, Personal Equipment; Capt. M.P. Anecchiarico, Gp Navigator; 1st Lt. B.J. Fallon, Communications; Capt. R.L. Soloway, Dental; Capt. P.H. Muske, Flight Surgeon; Capt. B. Dean, Jr., Education and Orientation; 1st Lt. M.E. De Jong, Medical Administrative; Capt. R.K. Anderson, Photo; 1st Lt. T.D. Rutherford, Armament; Capt. C.P. Burns, Communications; 1st Lt. F. Tacono, Transportation; Capt. R.W. Williamson, Supply; Capt. G.L. Nevill, Gunnery; Capt. M.F. Andresen, Technical Inspector; Capt. W.H. Lee, Photo; Capt. E.C. Miller, Statistics; Capt. A.W. Flohr, Chaplain; Capt. S.M. Holcombe, Weather; 2nd Lt. M.E. Benkula, Special Service and 1st Lt. J.L. MacKerron, Communications.

Wounded Bombardier Hits Target; Wins DSC

Refused to Turn back With Cal. 50 Slug In Spine

2nd Lt. Harold Terry Herriott, 21, son of Mrs. Fern Herriott, 201-01 Northern Blvd., Bayside, L.I., B-24 bombardier, 756th Squadron, 459 Group, was never well-liked in his outfit. He made no effort to be friendly with other officers and was described by his Commanding Officer as a «peculiar sort of duck, not very cooperative... moody... seemed to prefer the company of his dog to that of the fellows, and the boys didn't know how to take him or cared much.»

Herriott was at his bombardier's station early one morning when the Group took off for a German oil refinery. Before that day was over Herriott was to reverse completely the general attitude toward him and win the whole-hearted respect of every man in his outfit.

An hour before the target was reached, Herriott received a 50 calibre incendiary bullet in the spine when something went wrong with a B-24 gunner of his own formation who was testing his guns. Not only was the wound extremely painful, but Herriott, who had taken some pre-medical training at the University of Wisconsin, knew how serious it was.

The pilot informed Herriott that they would salvo their bombs and return to the base so he could have immediate medical attention. Herriott scorned the suggestion. He said he had come along to drop bombs and was perfectly able to do so, that it would be ridiculous to turn back on his account. In spite of his pain he refused to accept morphine because he thought it might interfere with his aim or that he would pass out. He gave one of the crew members instructions for treatment that

Lone Survivor

(continued from page 14)

In the water, Sgt. Estep noticed the nose wheel still afloat. He called to the other gunner to hold on to it, and then started searching the area to see if any others had gotten out alive. There were four, the navigator, ball gunner, nose gunner and tail gunner. With his help there were soon six men hanging on to a wheel about two feet in diameter, and half submerged in the choppy sea.

At six o'clock that evening, Sgt. Estep saw the first of his comrades go. The waist gunner, was suffering intense pain from his broken hip and slowly losing consciousness. Despite their combined efforts to hold him to the wheel, he sank beneath the water and drowned. One gone — five left.

Eight o'clock...and the navigator started complaining about the pains in his chest. Sgt. Estep made his way to him, and tried to hold him on the wheel. But again the sea, the bitter

would stop the flow of blood and allow him to remain conscious. By the time they reached the bomb run he had to be lifted bodily to his bombsight. He lay on his stomach, took plenty of time to get the target in the cross-hairs on his bombsight, and released his string of bombs. Then he passed out. Upon his return to the home base he was taken to the hospital in a very critical condition. He survived that crisis and has since been returned to the states. Latest word on his condition was that a number of operations were called for and they would likely restore something less than full use of various organs. Herriott was awarded the Distinguished Service Cross.

Dig For Bombs In Wheat Field

When the bombardier on a plane forced to return to the base had to toggle his bombs in a wheat field near here, the unpleasant job of digging them out fell on M/Sgt. Keith Magee and Cpl. Edgar Sample. All the bombs were located and the fuses removed but many had been broken on impact and had become armed.

cold, and the unconsciousness that overcame the man proved more than a match for the ebbing strength of the survivors. Two gone — four left.

Midnight... twelve hours so far in the water. The ball and nose gunners began to lose consciousness. Sgt. Estep called to the other man with him to try and hold them on the wheel but, despite their efforts, the two men slipped off the wheel into the inky blackness. Four gone — two left.

Sgt. Estep started to talk to the last man... to try and keep both of them sane. The minutes mounted into hours. Then Sgt. Estep noticed the talk of this last man become a jabbering and mumbling. Sgt. Estep held on to him with one arm and on to the wheel with the other. However, the man lost consciousness altogether and slipped below the water. Estep held on as long as he could, until he was pulled about twenty feet below the surface. His lungs screaming for air, there was no change. He released his last comrade and fought his way back to the surface.

At noon the following day — after 24 hours in the water — a plane circled overhead. Estep fished in his pocket and found his package of sea marker. He held it tightly, ready to release it when he figured the plane would be close enough. Then as it made a wide circle of the area, he spilled the contents on the water. After a moment of terrible suspense, he knew he had been seen because the big

200th Mission

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Forty per cent of the buildings in the town of Augsburg were destroyed a year ago by the night raiding RAF but since that time have been rebuilt and the marshalling yards restored.

Maj. Jolissaint, in commenting on the mission upon returning to base, stated the flight to the target and back was excellent and very little weather was encountered until they approached the target area.

«I felt very honored at leading the group over the target on the 200th mission.» said Major Jolissaint. «We actually wiped out one of the largest machine works in Germany.» Flak encountered over the target was moderate to intense and tracking.

Three planes flown by 459th crews, made emergency landings at auxiliary fields while coming back to base, it was reported.

Members of the lead crew which flew the 200th mission are: 1st Lieut. Timothy J. Leahy, bombardier; 1st Lieut. William E. Dunn, 1st Lieut. Robert W. Chatfield, and 2nd Lieut. Richard F. Oburchay, lead navigators; Major John M. Jolissaint, pilot; and 1st Lieut. Lowell T. Swenson, Co-Pilot; T/Sgt. William H. Penley, Engineer; T/Sgt. Stanley Brovarney, Radio Operator; Sgts. Benjamin L. Hodges, Russell E. Peacock and Joe L. Busie, Jr., gunners.

Major John M. Jolissaint, 28, of 327 N. 13th street, Baton Rouge, La. Entered the service December 29, 1940 as an aviation cadet. He is a graduate of Louisiana State University where he had two years ROTC work and obtained a B.S. degree in geology. He was commissioned Aug. 15, 1941 at Kelly Field, Tex. where he spent a year as an instructor. Major Jolissaint was also stationed at Hondo Navigation school and Tarrant Army Air Base in Texas as a training pilot. He held the position of operations officer in February of 1943 at San Angelo (Texas) Bombardier's school and then became squadron commander at the Big Spring, Texas, bombardiering school. He took B-17 transition at Hendricks Field, Fla., and then transition in B-24's at Smyrna, Tenn. Leaving the states July 24, 1944, Major Jolissaint was originally attached to the 756th squadron as flight commander.

He is married and has one daughter.

Before entering the service, Major Jolissaint was employed by the La. State Highway commission as an analyst.

flying boat settled down on the water and taxied over to him.

After pulling him in, the rescue plane then taxied over to a fighter pilot whose plane had gone down nearby. They had received his radio signals, which explained their reason for being so far north in enemy waters. Had it not been for the 1000 to 1 chance of the fighter plane going down in that area, Estep would certainly have perished with the rest of his crew.

Sgt. Estep was later returned to his home field in Italy. One man out of the ten that took off to bomb Germany that October morning.

Spins B-24

Lt. Pyles, 759th, while on a combat mission to Munich, Germany, was forced to do a two turn spin in order to avoid head-on collision with a plane approaching suddenly through the «weather».